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Popular Science

Founded MONTHLY 1872



300
Pictures



Fumigating Sick Trees—See Page 6

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CONTENTS

AERONAUTICS

	Page
The Air Pilot as Surveyor.....	25
They Built Their Air Fireman.....	45
The Seaplane's Carrier-Pigeon.....	45
Class Distinction in the Air.....	57
Slipping a Note to the Pilot.....	63
Taking Your Good Road Along with You.....	66

INDUSTRIAL PROGRESS

Uncle Sam in the Glass Business.....	24
Heat and Hood Rivets by Electricity.....	24
How the Air in Deep Mines Is Cooled.....	24
A Truck for the Maid's Use.....	27
Do You Wear Shark-Skin Shoes?.....	28
The Hardest Tool-Steel Yet Discovered.....	28
Fix the Old Oaken Bucket.....	28
Making the Coal Stove into an Oil-Burner.....	36
Pack the Barrel Tightly.....	36
Cutting Iron Plates into Ribbons.....	36
Finishing Oil with Electricity.....	36
Try a Sample, Lady?.....	37
A Motor-Turned Screwdriver.....	37
A Monster Steel-Rolling Machine.....	38
Juggling Heavy Loads in Mid-Air.....	39
Making Steel that Is Hard or Soft.....	44
The Shoe that Won't Strike Sparks.....	44
Apricot Pits for Dyes.....	46
Opening the Door Connects You with "Central".....	46
Tiny Model Houses Show What You'll Live In.....	46
How They Clear the Rails in Berlin.....	47
To Get the Lid Off an Egg-Crate.....	51
An Electric Steam Haster.....	54
Follow the Sound of the Horn to the Fire.....	55
He Enjoys Using This Riveting-Machine.....	56
Spending Up the Water-Wheel.....	58
One Hundred Tons in a Lump of Steel.....	60
Efficiency in Sealing Envelopes.....	60
To the Bottom of the Sea in an Automobile.....	62
Turn the Crank and Clean Your Gloves.....	63
The Truck that Does Its Own Log-Loading.....	67
Masks for Welders.....	68
Heating Rivers in a New Way.....	73
Let the Truck Lift It.....	77
It Simplifies Cutting Circles in Glass.....	83

MEDICINE AND SURGERY

They Are Going West for a Separation.....	46
A Bath-Tub for Sun-Baths.....	77

(Continued on page 4)

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CONTENTS—Continued

MOTOR VEHICLES AND ACCESSORIES

A Tractor from a Stationary Farm Engine.....	34
The Automobile Jack on Wheels.....	34
A One-Man Street-Cleaning Truck.....	34
A Simple Lathe Used for Grinding Valves.....	35
Washing Eight Hundred Cars a Day.....	35
Oil-Tanks Now Filled by Compressed Air.....	35
The Launching of an Automobile.....	47
Newest Automotive Ideas.....	64
The Two-Bladed Airplane Fan for Automobile Engines.....	72
Driving a Passenger Car with Wind.....	72
Standardized Bodies for Motor-Trucks.....	72
His Dream of a Noiseless Engine-Care Truck.....	73
House-Moving by Motor-Truck.....	75
Running the Factory with Tractors.....	82

NATURAL SCIENCE

Why I Know that Monkeys Talk.....	21
Where Does Our Timber Grow?.....	24
Under the Liverwort Tree.....	26
How to Grow Tall.....	36
This Poor Fish Has No Tail.....	42
Dramatizing Geography.....	50
Taking the Stars' Picture.....	51
Build More Bird-Houses.....	53
The Secret of the Praying Palm.....	53
What a Home for Pigeons.....	58
Electrical Slaves of Whistle and Lamp.....	69
Spare the Seed and Soot the Flax.....	74
Making the Peanut.....	79
Trying Out the Seeds.....	75
It's Mulehammer on Mary.....	76
Fertilizing Sick Trees.....	81

PICTORIAL PAGES

Behind the Scenes in a "Movie" Set.....	30
Going Without the Typewriter.....	31
Contests—But Not for Money.....	32
Could You Be a Motorman?.....	43
The X-Ray in Manufacture.....	46
"The Man that Hath No Mauds in Himself".....	52
Giving Big Ben a Bath.....	53
Were the Good Old Days So Good?.....	70
Things New for All the Household.....	70
Do It with Tools and Machines.....	79

SHIPS AND SHIPPING

The Coming Triumph of the Motor-Ship.....	29
Making Ships of Puffed Brick.....	33
Tying Out Our Navy's Lines.....	44
Will She Take Home the America's Cup?.....	54
Upside Down to the Dry-Dock.....	61
Machining a Monster Propeller.....	66
Carrying a Monster Gun Under the Sea.....	76
Sunken Ships Lifted with Air-Bags.....	76

SPORTS AND PASTIMES

As an Actor He Is a Bear.....	26
They Can't Pull for the Shorn.....	26
A Host of a Bear Fondles Teddy.....	27
You Would Probably Be Arrested for This.....	46
Made on Electric Anvils.....	58
He Shoots His Toy Airplane from a Gun.....	73
Outdoor Moving-Picture Shows.....	82

MISCELLANY

A Liberty Month and a Nameless Day.....	25
Protecting the Ranger's Eyes.....	25
Where House Numbers Grow on Sidewalks.....	26
Mementoes of Two Wars in Its Side.....	26
Would You Like Your Spots Hand-Painted?.....	27
And Then Again, There Are Furry Quacks.....	27
A Monument to Four Rain-Horses.....	27
No Way to Treat a Perfect Lady.....	28
The Skyscraper Chicken Farm.....	32
Watch Out for Flour and Starch.....	38
Hitch Your Rubbers to Your Shoes.....	38
Blindfolded by Clear Glass.....	40
Check Your Hat, Sir?.....	44
Buy Yourself an Ink-Stick.....	45
Use a Pulley to Hoist Your Flag.....	47
Barberry Chickens in a Canadian Garden.....	67
Is This Waist a Waist?.....	51
Over-Exposed Blueprints.....	51
The Carrot Gets a Bath.....	54
What Is Wind Alcohol?.....	54
5th Stockings for Sausages.....	56
The Sword of Forging.....	56
They Will Be the Biggest Guns Afloat.....	56
The "Ad" of a Thousand Diamonds.....	57
Awake to the Sound of Sweet Music.....	59

(Continued on page 6)

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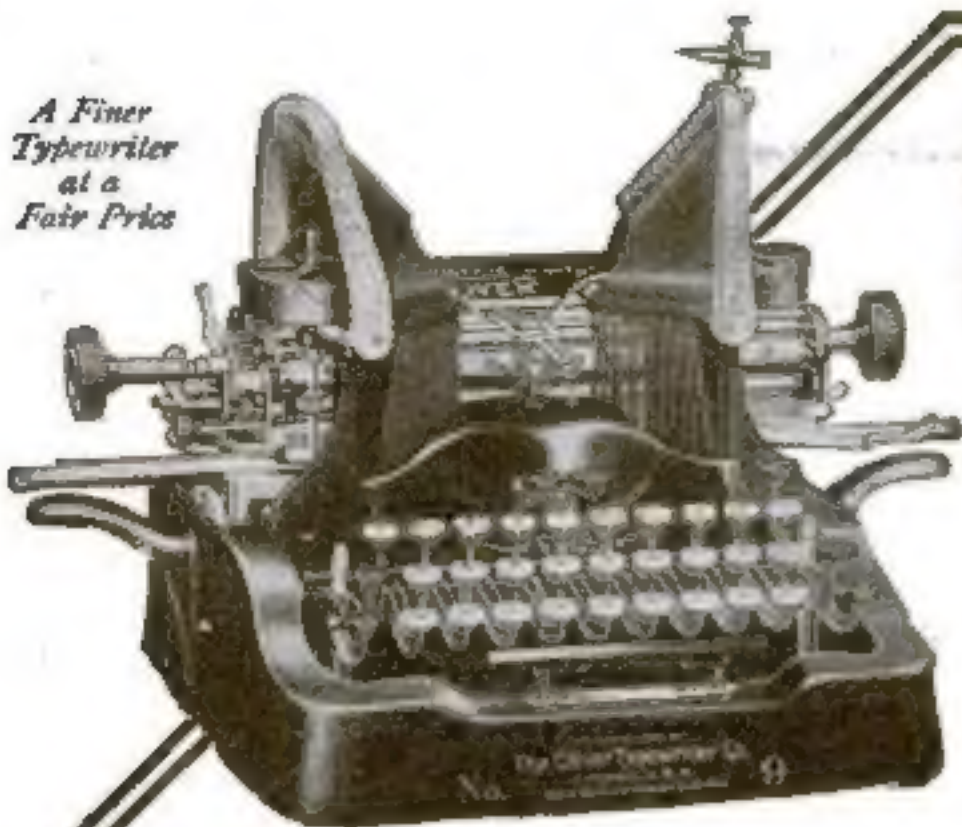
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CONTENTS—Continued

The "Help Yourself" Barber Shop.....	59
Thirty Thousand Dollars in This Eagle.....	59
Rewriting the Bible.....	60
He Knows How to Play with Fire.....	63
High Cost of War.....	63
We'll Soon Be Eating Reindeer.....	66
Off with His Head.....	66
Here Is a Perfect Woman.....	67
Pork Chops for Sale.....	67
He Wears His Family History on the Roof.....	67
An Early Bureau of Standards.....	68
Now the Belt-Watch.....	68
Breaking Records at the United States Mint.....	69
It Squeaks but Doesn't Scratch.....	69
A New Field Gun Borets on Trest.....	74
Safety First—Out Comes the Fuse!.....	74
Let the Wood-Pincher Pin the Wood.....	74
Removing the Cherry's Pit.....	75
She's a Dog-Catcher.....	77
Home, Sweet Home—It's a Trolley Car.....	77
Sequester the Children by Foot-Printing Them.....	80
Caught in the Rain.....	80
She's Made of Wood and a Thousand Wheels.....	80
Buzz-on—You Forgot the Light.....	82
The Postman Brought This Wall-Paper.....	82
It Speaks the Time.....	82
Hitting the Moon with a Racket.....	84

PRACTICAL WORKERS

Spring Cleaning the Car for Summer Economy.....	84
Up the Amazon River with a Piece of Wire.....	88
The Packing-Box Turns Dressing-Table.....	90
Keeping Small Bolts and Screws Conveniently.....	90
Selecting the Right Bolt at a Moment's Notice.....	92
Two Useful Suggestions for the Motorcyclist.....	92
A Bench-Clamp that Will Hold.....	94
How to Grind Valves in an Emergency.....	96
Using a Nail-set to Ream into Metal.....	96
An Adjustable Table for the T-Square.....	98
How to Prevent Screws from Loosening on Blinds.....	98
A Milk-Can Vacuum Cleaner.....	100
An Ingenious Method of Bending Bus-Bars.....	104
How to Distinguish Automobile Knocks.....	104
Inside Hinges on the Tool-Box.....	108
A Little Light on the Incubator.....	108
Why That Sewing-Machine Motor Slips.....	110
To Get the Most Out of the Ice-Cream Freezer.....	110
Wire Insulation from Tire Filler.....	111
Repairing a Magenta.....	111
A Space-Saving Lathe Cabinet.....	112
Getting a Heavy Barrel Up an Incline.....	113
Regulating the Flow of a Grindstone Lubricator.....	113
How to Make a Mission Magazine-Stand.....	114
Cementing a Rubberized Patch in an Umbrella.....	116
To Make a Deep Hoe from an Old Shovel.....	117
Electric Lights to Call Employees.....	117
A New Kind of Index for the Photo-Plate File.....	118
Make a Sprayer for Your Indoor Plants.....	118
A Pump-Jack Made of Pipe-Fittings.....	119
Don't Buy an Expensive Piano Lamp; Make One.....	120
Do You Know About the Oiling System?.....	120
Repair Your Bicycle Tires at Small Cost.....	121
Some Practical Uses for the Magnet.....	121
Do You Know that Tree-Planting Is a Science?.....	122
Keep Your Distributor Clean and Dry.....	122
Calipers for Inside and Outside Measurements.....	123
A Tray-Warmer for Amateur Photographers.....	123
How to Use Emery Cloth in Inaccessible Places.....	123
Are You Interested in Buick Automobiles?.....	126
Amortizing the Material of Properly Aligned Wheels.....	128
How a Drill Is Cut to Bore Hard Rock.....	127
A Very Useful Drawing-Table Extension.....	127
Making That Rickety Chair Steady Again.....	128
A Two-in-One Triangle for Draftsmen.....	129
You Can't Lose This Rubber Stamp.....	129
Immortalizing Baby's First Shoes.....	130
An Air-Pressure Grease Supply for Garages.....	143
What You Should Know About Hard Wood.....	144
On Overheating the Automobile Engine.....	144
Catching Device for an Automobile Gate.....	145
A Magnetic Lifter for Engine Valves.....	146
Revolving Tool Drawer for the Mechanic.....	146
Consider the Top of Your Automobile.....	147
A Combined Switch-Key and License-Holder.....	147
A New Way to Lay Off Bolt-Holes.....	148
Rubber Nipples Make Fine Insulators.....	148
The Poultry Hook Is a Great Labor-Saver.....	149
Automobile Economy—What It Means.....	149
Your Car's Electric System.....	150

RADIO

Electron Relays as Amplifiers and Oscillators.....	152
Stoppers and Filters for Undamped Waves.....	156
False Directions by a Radio Compass.....	142
An Emergency Strain Antenna Insulator.....	142

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Shavaid, a new scientific preparation, will make your daily shave a pleasure. It softens the beard instantly, soothes the skin. No rubbing in. No hot water. Give Shavaid *one trial* and you will be convinced. Mail the coupon for your **Free Trial Tube**.

HOME shaving is being revolutionized by this new way of softening the beard. Men the nation over are welcoming this valuable preparation. It means an easier, quicker, more comfortable shave. Shavaid, applied to the dry beard, softens it instantly. It makes the razor "take hold." It does away with all "pull." Shavaid soothes the tender skin.

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Hot water draws the blood to the surface. Rubbing in makes the face tender. Both open the pores. Neither is necessary.

Harsh methods of shaving age the skin prematurely and cause wrinkles. They make the skin unnaturally dry. After-shaving lotions and creams will not repair the injury thus done. The cause must be eliminated. Shavaid accomplishes instantly what old methods failed to do.

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Simply apply a thin coating of Shavaid to the dry beard. Then apply your favorite lather. Shavaid works better if the lather is *not* rubbed in.

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After you have proved to your own satisfaction that you need Shavaid, you can secure it from your druggist at 50c. a tube. If he cannot supply you, we will be pleased to fill your order direct.

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Respectfully,

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We do Metal Stamping, Die and Sheet Work, Gold, silver, Nickel, Copper and Brass Plating, also special finishes. We will manufacture your article either on straight time or contract basis. When our cost of model makes is on your job, you are welcome at life length. (Mention Manufacturing Company, 1770-1777 East 87th Street, Cleveland, Ohio).

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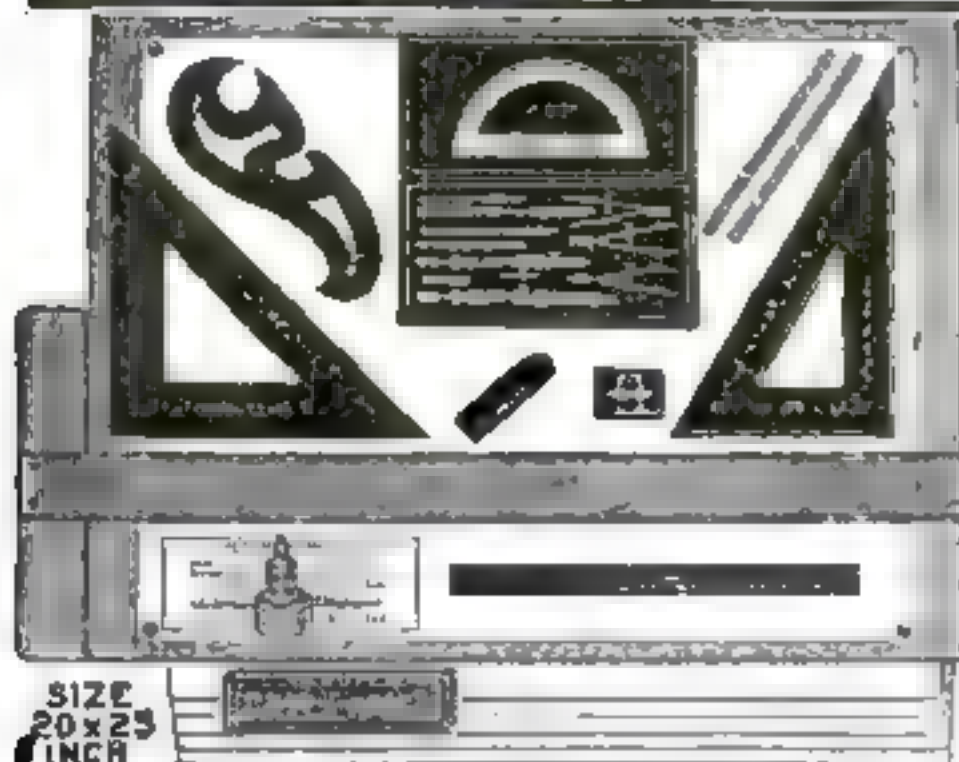
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WANTED. Representatives in every factory in the United States. Popular Science Monthly, 225 West 39th Street, New York.

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JUST think of it! Only \$3.50 per month—a great reduction in watch prices direct to you—a 21 jewel adjusted watch at rock-bottom price. Indeed, the days of exorbitant watch prices have passed.

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I MEAN just what I say. There's no trick or catch to it. Give me five days and I'll prove that I can get your pay raised for you. I'll do it on a "show you know." You get the proof before you pay me a cent.

You've probably heard of me. My name is Pelton. Lots of people call me "The Man Who Makes Men Rich." I don't deny it. I've done it for thousands of people—lifted them up from poverty to riches. There's no sound reason why I cannot do it for you. So let's try.

Now, follow me carefully. I'm going to tell you exactly how to do it. I'm the possessor of a "secret" for which men have been searching since Time began.

There's no need to discuss the when and the where of this "secret." Suffice it to say that *It Works*. That's all we are about. *It Works*. Over 400,000 men and women the world over have proved it for themselves.

A FEW EXAMPLES

Personal Experiences

Among over 400,000 users of "Power of Will" are such men as Justice Ben B. Lindsey, Supreme Court Justice Parker, Governor McKevie of Nebraska, Wu Tingfang ex-U. S. Chinese Ambassador, Governor Ferris of Michigan, E. T. Meredith, Sec'y of Agriculture and many others of equal prominence.

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"The result from one day's study, printed in this book, I think, a very good and would not be wrong in the estimate being put at \$300.00."—J. W. WILSON, Kansas, in the book.

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"I had only had it when I was 30 years old. I would be worth \$100,000 today. It is worth a hundred times the price I paid for it."—The Rev. J. B. Williams, Tex.

From \$100 to \$1,000 a Month

"One of our boys who read 'Power of Will' before he came over here, brought from \$100 a month to \$1,000 a month. He has been a great help in the office."—Private Leslie A. Sullivan, U. S. Army.

Among them are such men as Judge Ben B. Lindsey, Supreme Court Justice Parker, Governor McKevie of Nebraska, Wu Tingfang ex-U. S. Chinese Ambassador, Governor Ferris of Michigan, E. T. Meredith, Sec'y of Agriculture and thousands of others of equal prominence.

Some of the things this "secret" has done for people are astounding. I would hardly believe them if I hadn't seen them with my own eyes. Adding ten, twenty, thirty or forty dollars a week to a man's income is a mere nothing. That's merely playing at it. Listen to this:

A young man in the East had an article or which there was a nation-wide demand. For two years he puttered around with it—

barly eking out a living. To-day this young man is worth \$100,000. He is building a \$25,000 home—and paying cash for it. He has three automobiles. His children go to private schools. He goes hunting, fishing, traveling, whenever the mood strikes him. His income is over a thousand dollars a week.

In a little town in New York lives a man who two years ago was pitted by all who knew him. From the time he was 14 he had worked and slaved—and at sixty he was looked upon as a failure. Without work, in debt to his charitable friends, with an invalid son to support, the outlook was pretty black. Then he learned the "secret." In two weeks he was in business for himself. In three months his plant was working night and day to fill orders. During 1916 the profits were \$30,000. During 1917 the profits ran close to \$40,000. And this genial 64-year young man is enjoying pleasures and comforts he little dreamed would ever be his.

I could tell you thousands of similar instances. But there's no need to do this as I'm willing to tell you the "secret" itself. Then you can put it to work and see what it will do for you. I don't claim I can make you rich over night. Maybe I can—maybe I can't. Sometimes I have failures—everyone has. But I do claim that I can help 90 out of every 100 people if they will let me.

The point of it all, my friend, is that you are using only about one-tenth of that wonderful brain of yours. That's why you haven't won greater success. Throw the unused nine-tenths of your brain into action and you'll be amazed at the almost instantaneous results.

The Will is the motive power of the brain. Without a highly trained inflexible will, a man has about as much chance of attaining success in life as a railway engine has of crossing the continent without steam. The biggest ideas have no value without will-power to "put them over." Yet the will, altho heretofore entirely neglected, can be trained into wonderful power like the brain or memory and by the very same method—intelligent exercise and use.

If you held your arm in a sling for two years, it would become powerless to lift a feather, from lack of use. The same is true of the Will—it becomes useless from lack of practice. Because we don't use our Will—because we continually bow to circumstance—we become unable to avert ourselves. What our wills need is practice. Develop your will-power and money will

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Waldemar Kaempffert, *Editor*

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Why I Know that Monkeys Talk

By R. L. Garner

In the picture at the right
Sussie, one of Dr. Garner's
monkeys, is shown
talking to him.

IT matters not to me whether you believe that monkeys talk or not, and it is not the purpose of this article to convince you either way, for convictions are no more a matter of choice than noses are.

The purpose of this article is to present the essential facts thus far tabulated on the subject of simian speech and allow the reader to draw his own conclusions.

The word *speech* is used throughout as a more exact term than *language*, which is often used in an ambiguous or figurative sense. Let us begin, then, by asking: What is speech?

My reply is:

Any oral sound voluntarily uttered with the definite purpose of conveying a preconceived idea, concept, or impression from the mind of the speaker to that of another is speech.

From this plain and simple premise we proceed to collect the salient facts on the question of simian speech and briefly recount how those facts have been formed by many years of methodic research. The limits of space preclude many minor and incidental observations that corroborate the main facts.

All through my early life I observed instances of intercommunication between animals. For some years my studies were only



Sussie laughing and threatening to tickle Dr. Garner, who had just tickled her. Her laugh sounds very much like the chuckle of a human being.



casual and the results incoherent, but my progress, though slow, was constantly in one direction, for I had faith in my own ability to solve the riddle of speech. In the meantime I had sorted out certain sounds that appeared to qualify as elements of speech and others that did not. The former were voluntary, more or less modulated, and expressed a *desire* while the latter were *involuntary* or accidental, and expressed no *definite* mental process. The one group I classed as speech sounds and the other as anomalous sounds.

One day I visited the Cincinnati zoological garden, where I saw a large mandrill caged with a lot of small monkeys of three or four different species. The cage was divided into two compartments with a small doorway between them. It was quite evident that the big mandrill was a source of terror to the small monkeys. I noticed that some of them were constantly watching his movements and from time to time uttering peculiar sounds. It was also clear that the sounds conveyed some idea to the

A lifetime of study and nearly a quarter of a century of self-imposed exile in the African jungles in a search for the truth about animal speech are summed up in this article. It was Dr. Garner's last word on the subject to which he devoted his life, for he died at Chattanooga, Tenn., shortly after preparing this manuscript for the POPULAR SCIENCE MONTHLY.

small monkeys which inspired them with fear or quieted them, according to the conduct of the mandrill. I spent the whole day watching those animals until I was convinced that they could understand the meaning of the sounds well enough to be guided in their actions by the information conveyed. This incident opened a new avenue of study.

Among the great difficulties in determining the speech of animals, not the least is to distinguish the exact quality or intonation of sounds made by the same animal at different times, to remember the actions that attend them and the results that follow them. It took me a long time to learn that no two species of monkeys had the same vocabulary, and that strange monkeys of different kinds, when first brought together, could not understand each other, though they learned readily.

After countless difficulties, I went to Washington and sought the aid of Dr. Frank Baker. He let me have the use of two monkeys which were kept in a small annex of the Smithsonian Institution. Taking a gramophone to the building, I first placed the two monkeys in different rooms so that neither of them could see or hear the other. Then on the wax cylinder I made a record of the sounds uttered by the male monkey.

This was not difficult, for he was in a loquacious mood. Taking this record into the other room, it was reproduced to the female. She evinced great interest and anxiety. She rushed to the horn, looked into it and all around

the sounds thus reproduced. Dr. Baker was likewise convinced.

After a cursory study of several specimens elsewhere, I selected the brown capuchin monkey because it was one of the most talkative. Incidentally I observed that there were certain sounds that they used more frequently than others. Upon one of these I focused my efforts, and by noting the

related the actions of the animals at the moment of uttering or of hearing the sounds, I was enabled to carry about with me and study those sounds at leisure, to compare them with others, and ultimately to make a tentative translation of some of them. With those records and data I went to Chicago, where the experiments were continued and amplified. After adding several new cylinders I returned to New York to resume and elaborate the experiments.

By certain manipulations of the phonograph, such as changing speed, reversing the cylinder, and other means, the sounds can be converted into divers forms, analyzed and studied in many aspects. Such experiments show the essential difference between musical notes and spoken sounds, which the keen ear of the monkey perceives more readily than our own ears do.

Now and again a new sound was added to the list and the experiments extended to four or five other species of monkeys. Finally, the chimpanzees in the Cincinnati Gardens confirmed my opinion that the higher types of animals had the higher types of speech, and this fact induced me to go where I could study the gorilla and chimpanzee in a state of nature.

Allotted space here precludes even a synopsis of my seven voyages to tropical Africa, where I have lived most of the time for twenty-seven years, during which I have owned and studied on my premises thirty-nine specimens of those apes, besides a greater number in a wild state.

Living alone in the depths of the great jungle, cut off from all social and intellectual intercourse with my own race, having no companion but an ape which was likewise isolated from his kind, it is surprising how quickly and how well we learned to



Dr. Garner in the cage where he sat motionless for long hours listening to and recording the talk of the jungle folk. The cage was made in twenty-four sections which when assembled made a cube six feet six inches square.

How to Talk to a Monkey

It is next to impossible to express animal speech—or even human speech—by symbols, but we asked Dr. Garner to set down as nearly as possible some words from the monkey vocabulary.

Wauh means "What's that?" Said less softly it implies a request.
Ki uh means "I want."
Kri-i? means "Where?"
Ahr-r-r means danger.
Qhu expresses want.
Ou h means "Where are you?"
Eu uh means "Here."
Khu u means "Look out!"
Khi-ru-hou orders a retreat.
Chu-h means "Hark!"

it, thrust her arm into it, and chattered to it.

Then a record of her voice was made and repeated to the male, who became more excited and vociferous than ever. By repeating and varying these experiments I was convinced that these two monkeys absolutely understood

actions of the monkeys when uttering or hearing that sound I soon began to make deductions as to its meaning.

The method by which I proceeded is so simple that any novice can follow it. I selected a young capuchin monkey in Central Park and made a clear record of its voice on a phonograph. In fact, I made several of these, each containing the sound that I regarded as most important. These cylinders were taken to Cincinnati and there reproduced to a specimen of the same kind whose conduct was carefully studied. A second machine recorded the sounds made in response and at the same time the conduct of the second monkey was noted.

Having made a score or so of such records and duly tab-



Susie in her own kindergarten, where she studied colors, geometrical forms, and numbers. With the bell on the table she would summon her keeper whenever she needed his attention.

understand each other. In summing up the results of my researches in the African jungles I would cite the following cogent facts:

The phonograph shows that the higher types of simians have a greater vocal range and a greater number of phonetics, more clearly enunciated, more uniform in quality, and apparently more definite in meaning than have animals of inferior types. Those characters are more marked in the chimpanzee than in any other animal below man.

The next fact in the order of importance is that certain oral sounds of simians are essentially the same in contour and phonetic quality as certain sounds of human speech. Conspicuous among these are the basic sounds of deep "a" as in war, short "u," as in hut, long "u," as in blue, short "u," as in hut, short "o," as in rot, occasionally long "o," as in more and the diphthong "eu," as in the French peu. Every simian does not utter all of these sounds; but the chimpanzee does, and there are other sounds more obscure.

While it is impossible to represent most animal sounds by letters of the alphabet, all of the sounds here cited are capable of being articulated to consonant elements, or vocalized, as it is technically called, and some of these, as uttered by the apes, actually carry in them incipient consonants, such as the initial and vanishing sounds of the semi-vowels "w" and "y," together with perceptible gutturals and labials. These features suggest a transition state in the evolution of speech and warrant the assertion that the phonetics of the ape are about as nearly like those of man as the physical type of the ape is to that of man.

The next item is that certain oral

sounds of simians are recognized by other monkeys of the same kind, and their meaning is sufficiently definite to evoke a uniformity of response that justifies the assumption that those particular sounds have a meaning that serves the purpose of the animal, just as human speech serves that of

sound until a response is elicited; and it is apparent that the speaker is conscious of a definite meaning to the sound he utters, since observation proves that no simian habitually utters those sounds when alone.

The accuracy with which a monkey regulates the loudness, pitch, and quality of tone shows that he is aware of the values of speech sounds as a means of communication; and this fact implies that he possesses both the instinct and the faculty of speech.

It has been shown that all simians recognize and apparently understand the vocal sounds peculiar to their own race when those sounds are imitated by the phonograph and other mechanical agencies. These facts show that the sound alone is the medium of conveying the concept.

The vocabulary of every race of animals is measured by its actual, normal need. It consists of a few single sounds of categorical meaning, which are not qualified by any auxiliary terms or united into sentences. The paucity of words does not lessen their reality as speech. A word is the smallest unit of expression, but it is speech just as a single drop of water is as real

water as a tubful.

All data focus upon the conclusion that every simian has the faculty of speech sufficiently developed to express any desire, need, or mental process as clearly as he is capable of conceiving it.

It is believed that man himself is evolved from a simian prototype. Why may not his speech likewise be evolved from the same source? If, as my research shows, the sounds uttered by simians perform the same functions in simian economy as human speech does for man, in what respect is it not speech?



Suse had just had her photograph taken by flashlight. She didn't like it and was disinclined to face the machine again, but Dr. Garner told her in her own language that it was all right, and you can see by Suse's expression that she was going to take his word for it although still rather anxious.

man that the same sound usually produces the same effect upon those that hear it, and that certain other sounds uniformly produce certain other effects upon them.

Note also the fact that the sounds are habitually addressed to some particular individual or group, with the evident purpose of evoking a response from the object addressed, as must be inferred from the speaker repeating the



Jim is aiding the research by making a phonograph record.

This is Jim's expression after listening to his own record.

Jim listening critically to the sound of his own voice.



Trainloads of great logs are constantly being shipped from Washington and Oregon to mills throughout the country; one fourth of all our timber grows in these states

Where Does Our Timber Grow?

THROUGH all the years that our country has been growing, the trees in the great timber tracts of Washington and Oregon have been growing, too. The supply has, therefore, become so enormous that it will last us for two hundred years even if the usual amount of three hundred million feet is cut each year.

Above is shown a trainload of great, heavy logs leaving home for mills throughout the country. If all the trees in the states of Washington and Oregon were cut and shipped in freight-cars like these, nearly two hundred million cars would be needed for the job.

It is estimated that one fourth of all the timber that is produced in the United States grows in these two states.

Uncle Sam in the Glass Business

A CHUNK of glass twenty inches thick and weighing half a ton, yet perfectly transparent—this is the achievement of the Bureau of Standards after three and a half years of experiment. The glass is fresh from the melting-pot and ready to be made into lenses.

Until recently most of the optical glass used in this country was imported from Germany, but the war forced America into the business, and the final result is an optical glass superior in transparency to the imported product.

Glass for lenses must be without blemish. The material used consists chiefly of white sand, which is melted down in a porcelain pot and for twenty hours must be stirred with a porcelain rod. The rod must not bump the pot once during the process, for if it does, tiny splinters called "stones" are likely to flake off. Or if the material is stirred too rapidly, glass containing bubbles will result.

Purity of raw material is also essential. The presence of even three hundredths of one per cent of iron will give the glass a greenish hue.



Not a cake of ice, but a cake of glass. It is twenty inches thick and weighs half a ton.

Heat and Head Rivets by Electricity

WORM wheels of differential gears are not, as a rule, solid, but consist of a bronze rim in which the gear is cut, with two cast-iron flanges fitting into counterbored recesses, one being on each side of the rim.

These flanges, which form the body and the hub of the wheel, are riveted to the rim. A machine recently developed by a manufacturer of riveting machines in Ohio greatly simplifies the riveting operation, with a corresponding saving in time.

The worm wheel to be riveted is placed on a pin supported by a strong bracket. By turning the wheel on the center pin each rivet is brought in position for being headed. After the wheel has been placed in the proper position the electrodes are then applied to the rivets.



By moving two levers the first rivet of the worm wheel is placed in position for riveting. Pressure on a push button turns on the electric current.

The pressing of a push-button in one of the levers sends an electric current through the rivet, heating it in a few moments. After the rivet is hot enough the upper electrode is removed from contact with the rivet by raising a lever. A spring pulls back the electrode, making room for the heading tool, which is put in action by a foot lever. Rivets ranging from $\frac{1}{4}$ to $\frac{3}{8}$ inch in diameter may be headed by this machine.

How the Air in Deep Mines Is Cooled

THE temperature of rocks in deep mines becomes about four degrees warmer with every 1,000-foot drop. To disseminate dust in the Johannesburg mines the rocky sides are wetted.

The air, chiefly through compression, reaches a temperature of about 100° F. at the bottom of the 7,000-foot level, and by evaporation of the water becomes very humid. Fans blowing 400,000 cubic feet of air a minute are used to draw out the warm air and cool to 75° F. the deepest pits.

The moisture condenses in a fog in the upper levels of the mine.

A Liberty Month and a Nameless Day

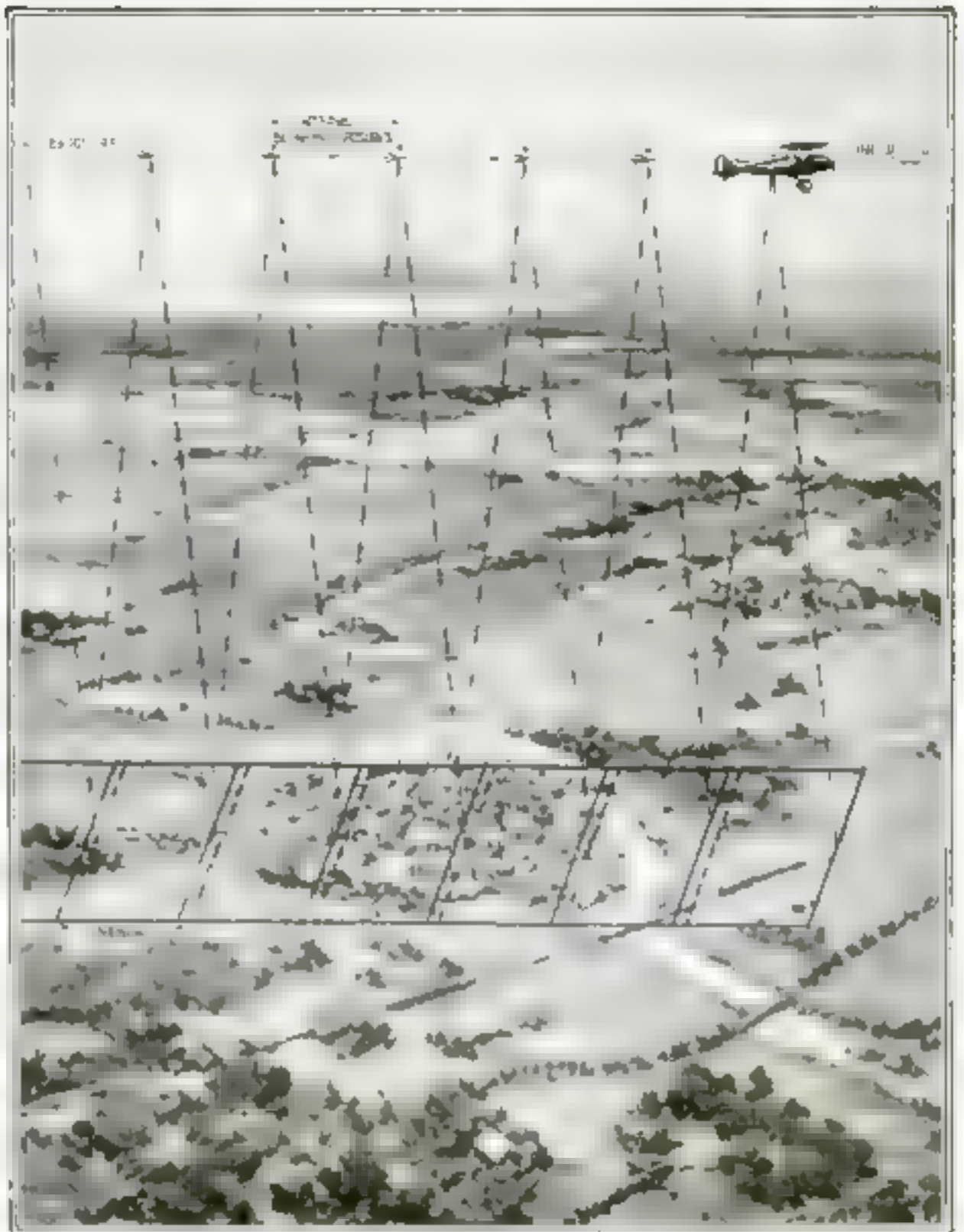
SOME tidy minds fret under the injustice that gives twenty-eight days to February and thirty-one to March, skimping April with thirty. It sets these sensitive minds on edge that the first of the month may fall on Monday, Tuesday, or any other day.

These people may like the proposed "Liberty" calendar. It gives each month just twenty-eight days. Each month begins neatly on a Monday morning and ends as neatly on a Sunday night. But, since twelve months of twenty-eight days leave twenty-nine days to spare, an extra month, called "Liberty" month, is to be slipped in between February and March.

And still there is one odd day to be taken care of; so that becomes an "Independent holiday" between December and January, and is affectionately referred to as "Correction Day." Then every four years another nameless day must be slipped in to take care of leap year—proving that the solar system cannot be tamed by logic.

Mon	Tues	Wed	Thur	Fri	Sat	Sun
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

As an exactly squared up week it looks perfect, but twelve months of such weeks leave twenty-nine days over.



© Associated Press

Surveying can now be done by airplane—the pilot keeps his airplane perfectly level and at regular intervals snaps pictures which are later assembled

Protecting Rangers' Eyes

"I AM too much in the sun," said Hamlet—and the same thing applies to rangers stationed in Forest Service lookouts. One of them, Walter Jones, of the Siskiyou National Forest in Oregon, has devised an eye-protector.

It is made of cardboard, painted black, is long and narrow, and fits closely around the eyes. Thus the light reaches the eyes through a narrow slot. Rangers must always be on the lookout for forest fires.

If you have ever taken a walk in the country when the ground was covered with snow and the sun was shining on it, you will remember how your eyes ached from the glare. This is similar to the glare in the atmosphere on the mountain-tops.

Trying out the new eye-protector used by rangers. It is made of blackened cardboard.

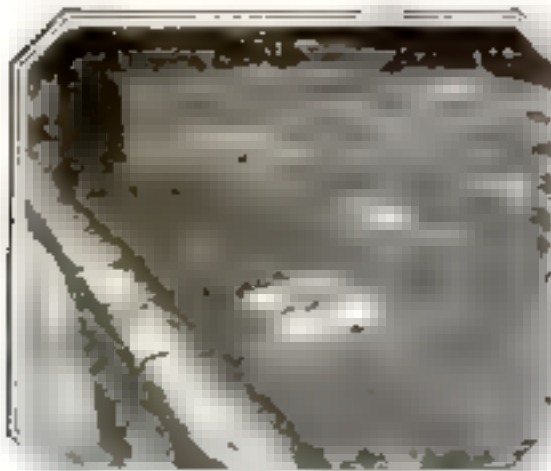


The Air Pilot Now Surveys the Land and Photographs It for Maps

EVEN the bravest surveyors dare not enter some places, and these are now being surveyed by airplane.

The pilot keeps his airplane in a horizontal position, and snaps pictures of the land below at regular intervals. He travels backwards and forwards, taking pictures until he has covered a large section of the land. These pictures are afterward developed and pasted together to form a photographic map.

The pilot's first job is to keep his camera perfectly horizontal; this he does by means of a spirit-level placed on top of it. Then, when he snaps the pictures, he does so at regular short intervals, so that successive pictures just overlap. The speed of the airplane, its height, and several other factors must be taken into consideration when determining the time-interval between exposures. A newly invented instrument figures out these intervals.



Under the Liverwurst Tree

GERMANY sends us this picture of the "liverwurst" tree. The fruit of this tree is long, narrow and looks like sausage. It hangs from the branch just as wursts hang in the show-case of a delicatessen shop.

The tree grows in Africa and answers to the name of *Artocarpus integrifolia*. The large fruit sometimes reaches a length of eighteen inches. The natives eat it with relish.

The wood of the tree has a grain similar to mahogany and is quite valuable.



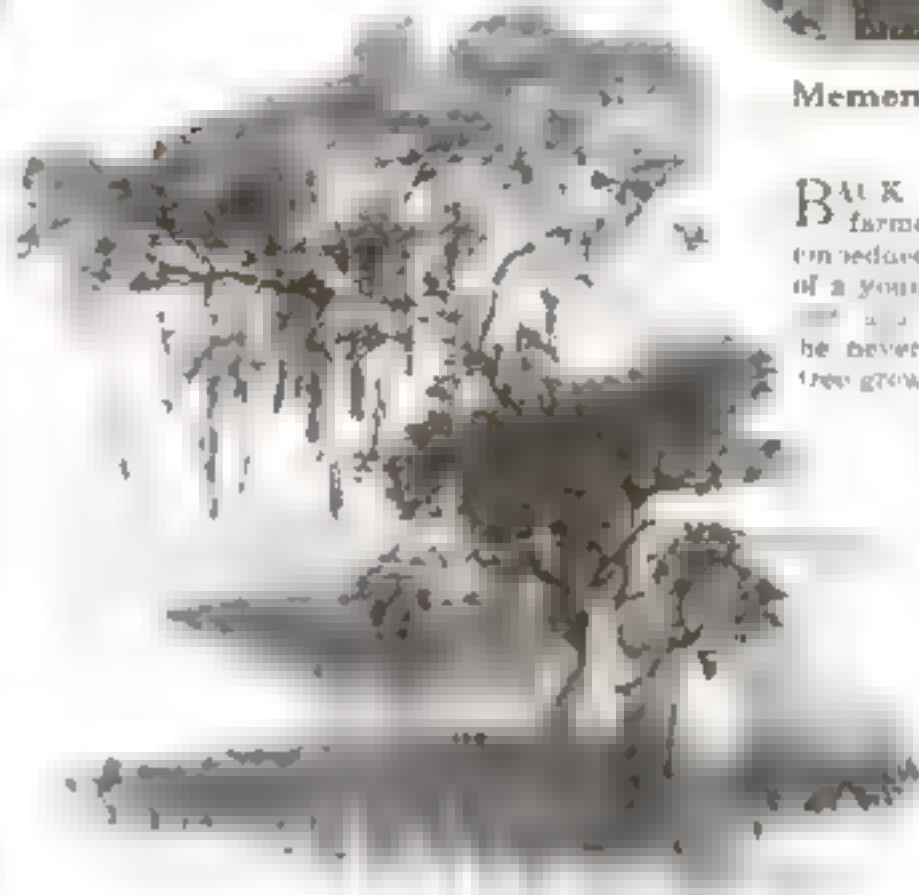
Where House Numbers Grow on Sidewalks

"Is this number 12?" "No; next door."

You've often fumbled this way for a street number on a dark night, wasting lots of time and causing much trouble. House numbers are usually where you can't find them.

But in one of London's suburbs all the house numbers are large ones, made of bright polished metal, and fastened to the sidewalk directly in front of each house. Even a passing taxi driver can read them by the light of his cab. On the sidewalks of the streets on which many people pass, metal arrows are also fastened to remind people to keep to the right.

There is one objection to cluttering up the streets with metal numbers and arrows: you are very apt to stumble over them and fall. Besides, who would polish them and keep them shiny? Surely no modern maid would do such a thing as kneel on the sidewalk and scrub!



Mementoes of Two Wars in Its Side

BACK in Civil War days a farmer who was called to war embedded his scythe in the trunk of a young tree, intending to pull it

out when he never returned. As the young tree grew up it gradually swallowed

only six inches of it.

There are two more scythes in the tree today, traced there by descendants of Civil War hero, who fought in the Green War. And the villagers added to the collection by placing there a German flag in the trenches.

In spite of its large size the tree continues to flourish. It is located at Waterloo, N. Y.

As an Actor He Is a Bear

MOST movie stars are temperamental. It seems to be one of the requirements. And the bear in the picture below is no exception to the rule. For the last half hour the director has been trying to get this bear to put his head in the pail, and the bear has stonily refused to do so.

Says he in bear language: "I've got them all gumming now. I won't put my head in that pail until I feel like it, and no piece of banana will tempt me. It's always a good plan to get balky once in a while—folks are usually more considerate for some time afterward."

There are a large number of animals drawing salaries in the moving-picture business today. In one picture play all of the actors are animals.



They Can't Pull for the Shore

"PULL for the shore, sailor!"—there's no use singing this song to the sailors shown below. They can't pull for any place, not even for the brick wall in front of them. The reason is that their boat is tied bow and stern, to the sides of the tank in which it floats.

The sailors are students at the Vincennes Military School in France, and they are practicing for the racing season. Instructors and fellow students stand on top of the wall and criticize the work of the men in the boat.

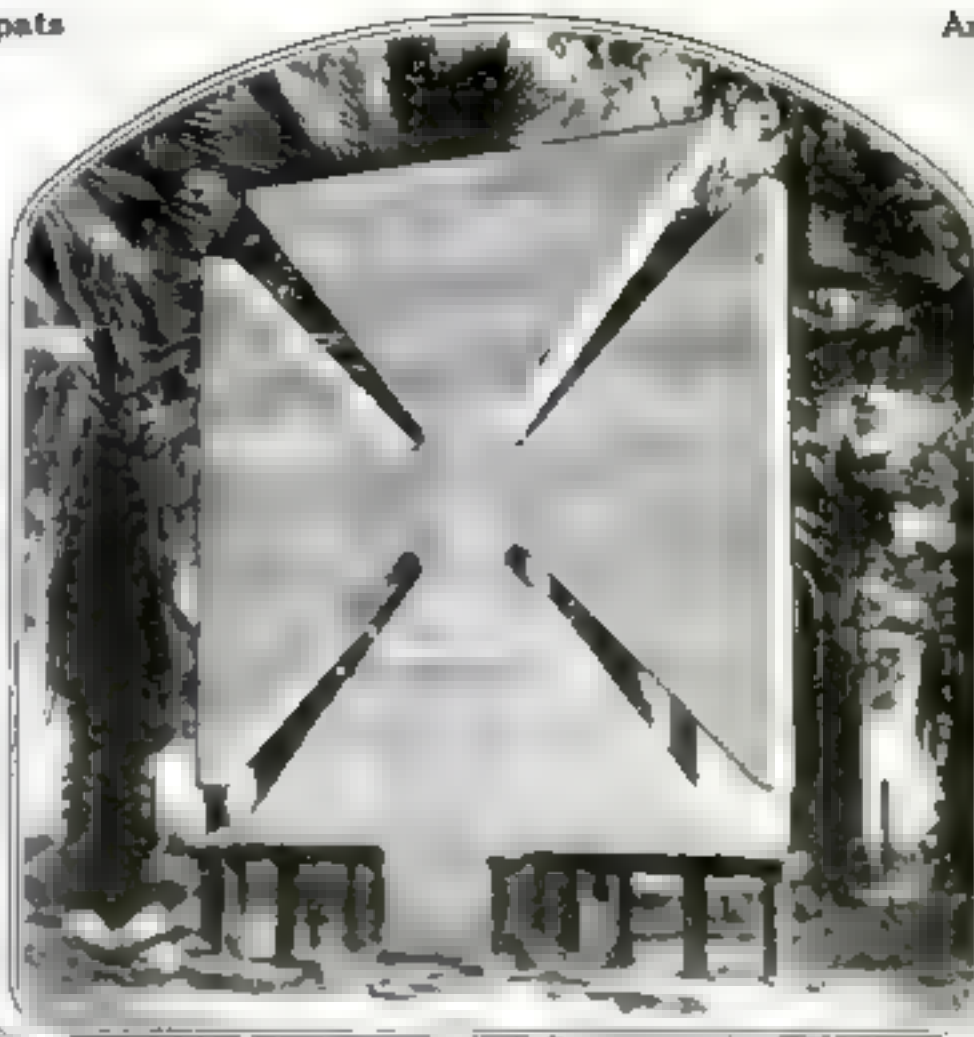
The school at Vincennes is much like our West Point Military Academy. The students there are put through a most rigorous course of training, and after they are graduated they become officers in the French army.



Would You Like Your Spats Hand-Painted?

HERE is a girl who wears hand-painted spats, and yet her satin slippers are very ragged at the toes. This seems like a peculiar combination of wealth and poverty, but when you stop to consider it, you realize that a small can of paint is much cheaper than a pair of satin slippers. When passers-by see the flowers on her spats they will never notice what goes on below. And flowers such as these are very easy to paint. Decorations on spats also act as a sort of camouflage for thick ankles.

Most people wear spats, not for their beauty, but in order to save the price of a pair of shoes. With spats they can wear last summer's pumps.

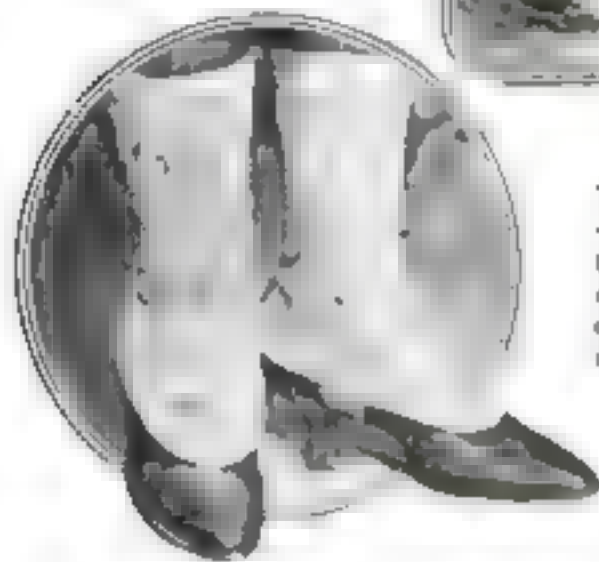


© International Shoe Company Co.

And Then Again, There Are Furry Ones

SAYS the owner of the spats below, "I wear fur on them to keep my legs warm." If that is true and she is really anxious to keep warm, we would suggest to her that, instead of wearing short skirts, satin pumps, and spats, she try thick-soled leather boots and longer skirts.

We can't help noticing too, that she wears white silk stockings. These are not nearly so warm as dark woolen ones. If perchance she doesn't like the looks of woolen stockings—but she should, since they are stylish now—she might retain her silk ones and wear woolen underwear. There are many girls who wrap themselves in great fur coats in winter, while keeping their necks and ankles exposed to the cruel winter blasts.



A Monument to Four Race-Horses

FOUR famous Derby winners belonging to the late "Lucky Baldwin" are buried at the Santa Anita Rancho near Los Angeles. And over their grave a giant Maltese cross is being erected by Mr. Baldwin's daughter. The Maltese cross was the racing emblem of the stable.

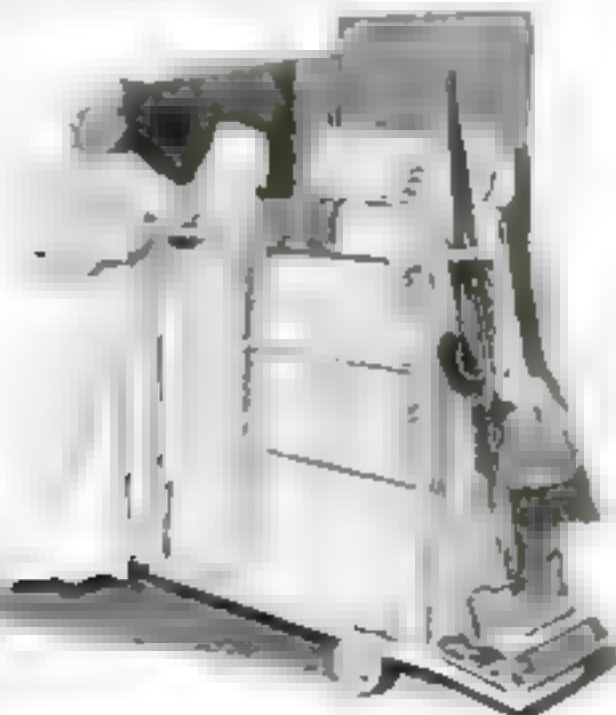
The cross is six feet square and is made of concrete. It is to be finished in red with black cross-arms. At the base of the cross the names of the horses will appear: "Volante," "Emperor of Norfolk," "Silver Cloud," and "Roy El Santa Anita."



A Truck for the Maid's Use

YOU set out from your room in the hotel to go down to breakfast, leaving the bed unmade, the used towels hanging damply from their hooks, and general disorder. Yet when you return a short time later all is in order. The hotel maid must work rapidly and a combination like the one below will help her greatly.

The carpet-sweeper, broom, duster, and brush are hung on one end and a soiled-clothes bag hangs at the other. Bed linen and towels are piled on shelves between.



A Bear of a Bear Fondles Teddy

WHY should your child fondle a Teddy bear? Rather let the bear child do it. But will he? The picture answers the question. But we must admit that he does it growlingly propelled by the whip in his mistress' hand.

She is Evelyn Greeley, an animal-trainer, and is the only person besides the keeper who can control this particular bear. Perhaps she thinks men's clothes make her look more ferocious. The bear weighs four hundred and fifty pounds. Miss Greeley makes him take on the appearance of a loving and tender bear.





These are shark skins being converted into leather your patent-leather shoes may have belonged to some shark

Do You Wear Shark-Skin Shoes?

WE want to catch sharks as much as sharks want to catch us. Practically all of the shark's body can be converted into commercial products. The skin, for instance, can be manufactured into leather and used in making traveling bags, patent-leather shoes, purses, and such things.

Formerly shark-skin was cleaned and used for polishing, but it wasn't tanned. Now the skins are given a lime bath and the oil pressed out to remove the fishy odor. Every day about seven hundred sharks are caught and sent to a large tannery in Newark, N. J. A twelve-foot shark yields fifty square feet of leather and ten gallons of oil that sells at fifty cents a gallon.

In the Orient some parts of the flesh are used for food. The teeth are made into ornaments by manufacturing jewelers. The scales are turned into glue and the rest of the shark is ground up and used for fertilizer.

The Hardest Tool-Steel Yet Discovered

WHEN a tool becomes dull, time is required to sharpen it, and time in a machine-shop is expensive. A tool that will cut hard materials and still keep its edge saves both time and money. Eleven years ago Professor J. O. Arnold, of Sheffield, England, invented the alloy of steel in which the metal vanadium was introduced to provide a cutting power greater than that of other steels. As a result very rapid production became possible.

He has now produced a steel of even greater cutting power in which the alloy molybdenum replaces the tungsten present in all vanadium-alloy steels, forming six per cent of the steel instead of the eighteen per cent of tungsten. It eclipses the cutting power of all its rivals.

Exit the Old Oaken Bucket

WHEN an automatic pump is properly installed and its motor connected with your electric light circuit, it will draw water from your spring, well, or other source of supply and keep your reserve tank filled whenever water is drawn from it. The pump consumes no electricity when no water is used, and all the attention it requires is the filling of the oil-well about once a year.

The pump here shown is unusually compact. Motor, pump, pressure controller, and the rest of the operating mechanism are mounted on a common base, and cannot therefore get out of alignment.

An idler pulley, actuated by a spring, holds the belt connecting the motor with the belt wheel of the pump at the proper tension. The pump acts as a vacuum pump on the suction stroke and as an air compressor on the discharge stroke. When the tank is filled with water at the proper pressure, the controller automatically stops the pump.



A pumping plant like this will keep your house supplied with water from a spring or well

No Way to Treat a Perfect Lady

FRIEDA, the elephant, is furious but she is a perfect lady; and so she shuts her mouth in a thin, firm line, and simply glares. Instead of letting her walk down the gang-plank in dignified fashion, her keepers have tied ropes around her and hoisted her overboard as if she were so much freight. (Frieda and her twin brother Paul).

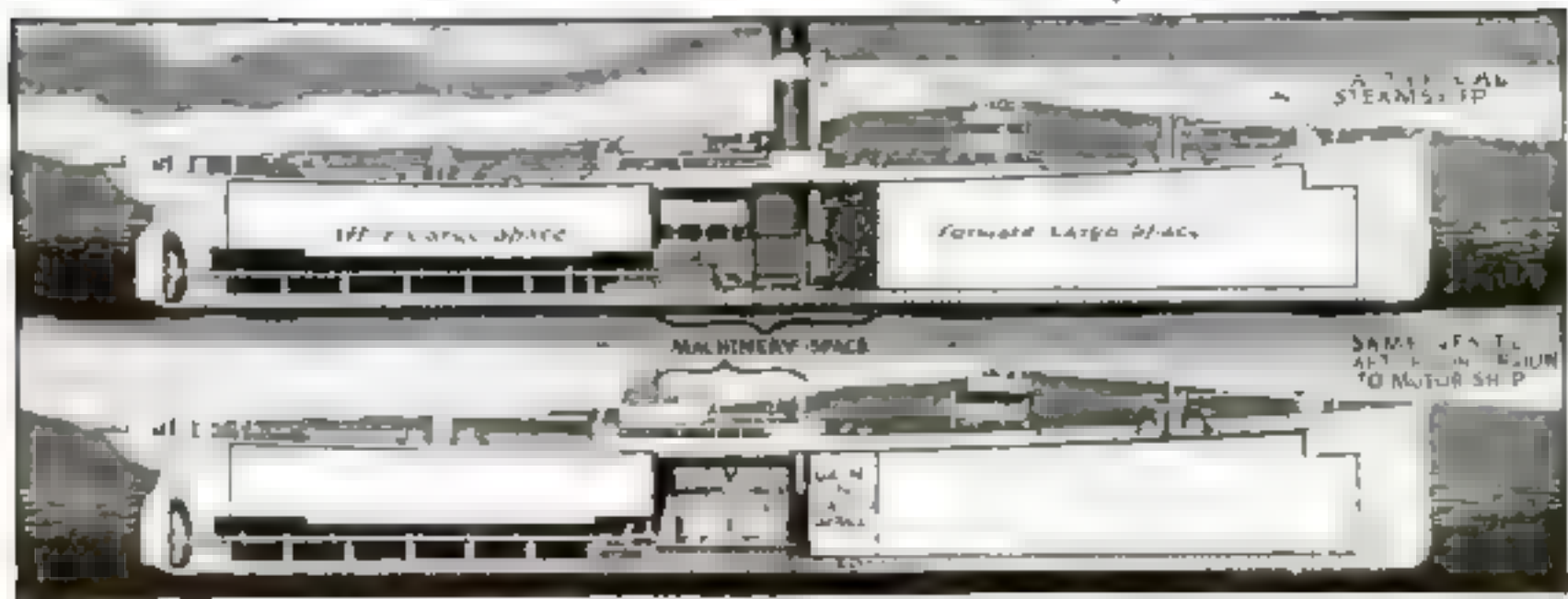
four years old, have just arrived on the *City of Manila* from India. Along with them came kangaroos, hyenas, and monkeys that will be shipped all over the country.

First impressions are important, and we doubt very much that after this experience Frieda will make a patriotic United States citizen.



Frieda is furious and you can't blame her. She was hoisted ashore in a most undignified fashion after a long, hard trip from India to Boston

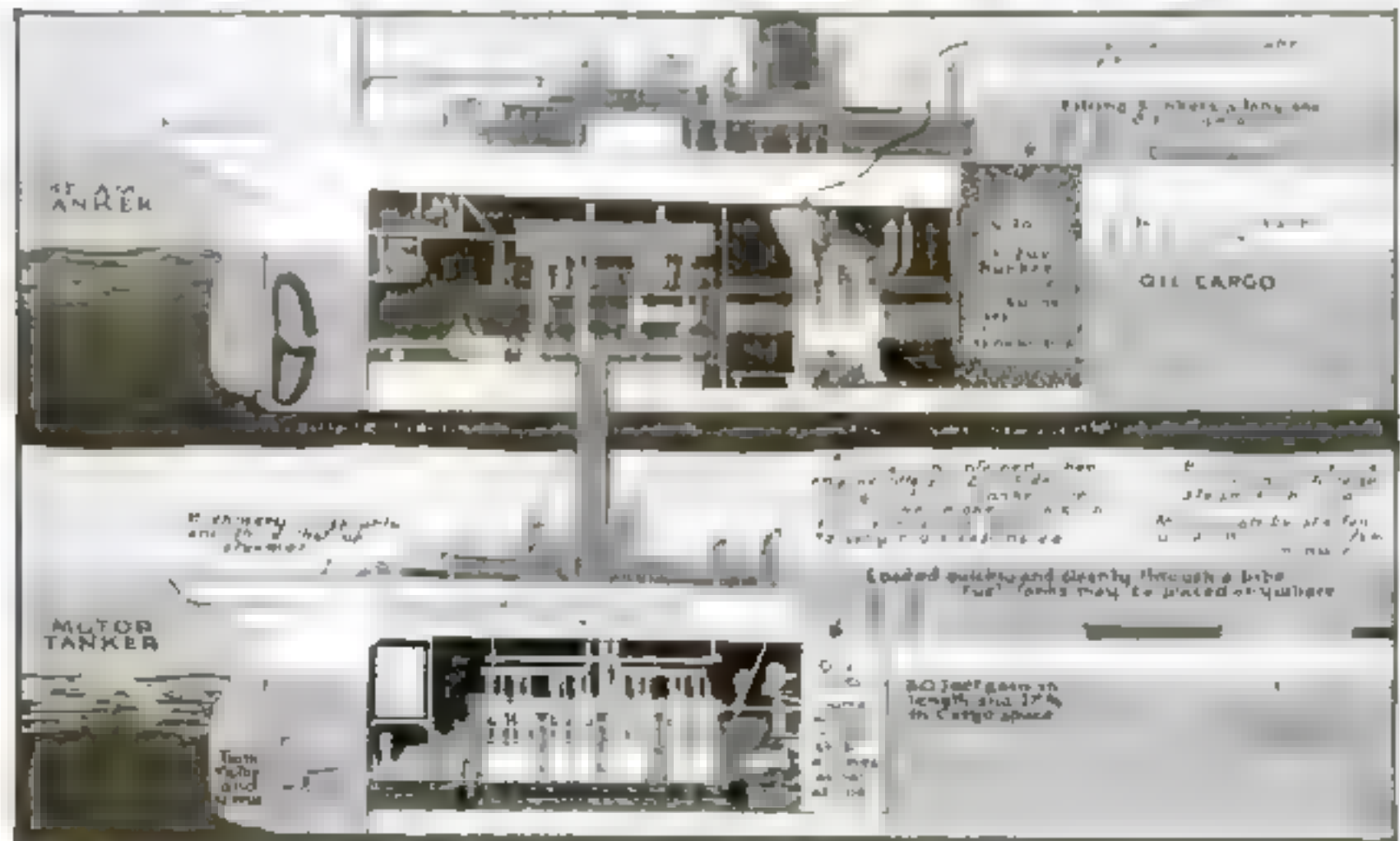
The Coming Triumph of the Motor-Ship



A TYPICAL CONVERSION OF AN OLD STEAMER INTO A MOTOR SHIP. MANY SUCH CONVERSIONS ARE TAKING PLACE.



THE GREAT FUEL BUNKER OF THE STEAMER AS COMPARED WITH THE MOTOR SHIP ON VARIOUS TRAFFIC POINTS.



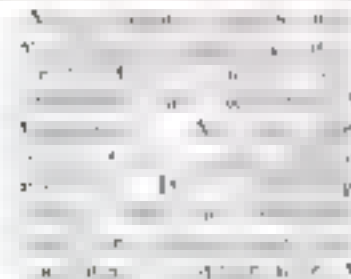
THE big battleships of the world are fired with oil fuel. Now the great passenger steamship companies are following suit. But why use boilers at all? Why not consume the oil directly in an engine, just as gasoline is burned in the cylinder of an automobile? Already the motor ship is here—but only in small sizes.

For merchantmen the present need is to develop the

power of the oil-engine. Today the most powerful units can drive 12,000- or 15,000-ton cargo-ships with twin engines totaling 61,000 horsepower at ten or twelve knots. The oil-turbine appears to be a future possibility. Motor-ships—whose advantages are diagrammed above—are selling at twice the figure given for steamers of like dimensions. Their working, however, costs less than seventy per cent of those of a steamer.

Behind the Scenes in a "Movie" Set

The scenario reads, "Scene on Stairs," and this is what happens in the studio

[illegible]

The situation is steady, even pleasant, the work of the studio and the studio is busy with the work. I am in a good mood and sing hard and fast. At the moment Helen starts to ascend the stairs, she will have plenty of time to register penitence and display her beautiful negligence.



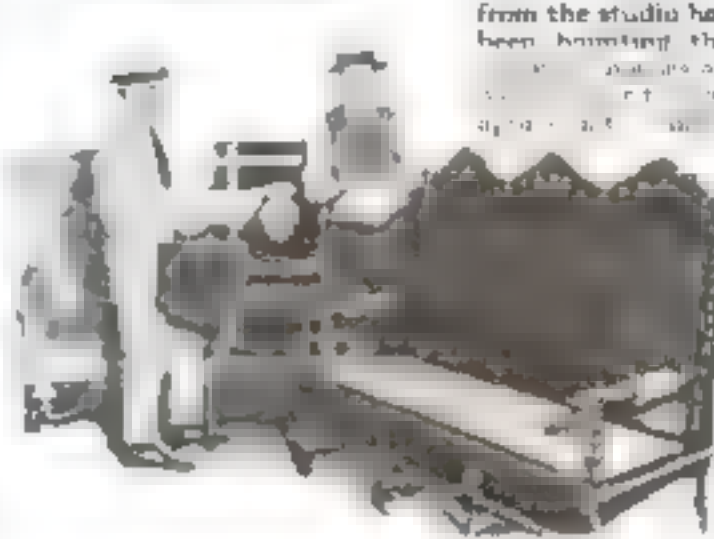
Tacking decor
tions over door
ways. These small
details register
wealth—inciden
tally also, a de
cided change from
the humble home
of Hixson's youth.



The painters and sign-writers paint an entrance and that corner of the studio looks as if it had been transplanted from Fifth Avenue.



The stage is set. Now for the lights. A great many scenes are taken indoors and powerful lights are needed for the purpose. While these men put on the finishing touches, so does Heiene in her dressing-room. Postaur



Furnishing Helene's home This man from the studio has been handling the

— *de Jure* —

$f_{\alpha} \in L^p(\mathbb{R}^n)$ $\forall \alpha \in \mathbb{N}^n$ \Rightarrow $f \in \mathcal{S}'(\mathbb{R}^n)$
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 10. $f \in \mathcal{S}'(\mathbb{R}^n)$ \Rightarrow $f \in L^p(\mathbb{R}^n)$ $\forall p \in [1, \infty]$

A person is seated at a desk, focused on writing on a large sheet of paper. The person is wearing a dark, patterned top and a headband. The desk is cluttered with various items, including a small container and some papers. The background shows a window with a view of trees outside.

The Skyscraper Chicken Farm

Raise chickens in the city and save transportation charges



He is putting the new born babes in boxes and is collecting the chicks they left behind them. These young chicks will be brought up indoors under artificial light for experiments have proved that the source of light makes no difference in the health of chickens

SHOULD the chicken you ate for Sunday dinner return to earth to visit its descendants a century hence, its surprise might not be unlike that which the ghost of Benjamin Franklin would experience if he chanced upon the Woolworth Building.

The chicken house of today is a single-story structure, which, to accommodate the human attendant, is built ten times as high as a chicken requires. Chicken-height floors in an ordinary chicken house would make it a ten-story building and, once we have the idea of a chicken skyscraper, why not go ahead and make it one hundred stories? "But," says the poultryman, "it isn't natural. A chicken must have contact with the soil, the sunshine, grasshoppers, gentle breezes, and other attributes of nature as it is."

Notwithstanding this objection, the logical place in which to run a future poultry farm will be a building in the city in which the product is to be consumed. There would be the added economies that go with large-scale operation: cheaper building costs, reduced heating expenses, substitution of machine for hand labor. The only added expenses would be artificial light and city ground-rent, which would be offset by the elimination of transportation. Thus more chickens could be raised, more eggs produced, and the price of eggs would then come down from their dollar-a-dozen mark.

These are a few of the striking features of the Hastings factory system of indoor chicken-raising. Milo Hastings, a former government poultryman and an authority on incubator con-



This is one of the incubator rooms, and it holds about fifty thousand eggs. The three bottom trays contain eggs that are nearly hatched. The other trays are placed on collapsible racks so that the eggs can be turned easily

struction, began his distinctive work in the poultry field by the designing and construction of mechanical draft hatcheries. He conceived the idea of a hatchery with the whole building insulated, and with temperature and ventilation controlled by air drafts forced with blowers. Several plants of this type have been constructed, and the consequent saving in space was enormous, thirty thousand eggs occupying a space scarcely larger than a ball bedroom.

Striking as were the mechanical innovations of these hatcheries, the business enterprise was not propitious, since there were too few poultry plants that had need of a large enough hatching capacity to make use of such methods. To make large-scale hatching ideas more feasible, Mr. Hastings next set about to develop an equally perfected system of chick rearing.

The chicken in the egg has only half the attributes



These are the shelves that hold the eggs. By placing the eggs on shelves that reach from the floor to the ceiling, much space is saved

of the living animal. When he kicks aside his protecting shell and starts out in search of worms, his industrial status changes radically. The chicks' needs are instinctively adapted to outdoor life. Thus far poultrymen have thought it cheaper to raise chicks in scattered coops about the fields than to attempt to make the indoor conditions fit those instincts.

Mr. Hastings first set about to learn the efficiency of artificial light. He has raised chickens four different seasons in four different locations with the exclusion of daylight, and has



Carting away the cast-off shells—the result of one day's hatch. The birth rate is very high in this hatchery which is located at Petaluma, Cal.

checked these tests against daylight, and against an alternate use of daylight and artificial light. His conclusions are that the nature of the light is an important factor.

With artificial light the relative length of the chick's day and night may be changed or the complete cycle may be shortened, as when the chicks are given alternate periods of light and darkness each of six or eight instead of twelve hours. In like manner the long lighted days of June, if these be accepted as the best for the chick's benefit, may be adopted as the all-year schedule.

But the greatest utility of the artificial light is that it enables the chicks to be placed on superposed floors, at heights adapted to chickens rather than to men, with a result of from five to ten times as many chickens in a building as could be accommodated by the daylight method, and with no restriction of the height, breadth, or length of the building. All building costs and most items of building upkeep become more economical per chicken with the increase in the size of the building.

But, you say, "Such fearful overcrowding would breed disease." Disease is caused by the propagation of germ life. Germs live only in dampness, notably on damp soil or litter, straw, etc. The dryness that can be maintained with artificial heating and blowers, together with steel and concrete construction, and lastly the mechanical circulation, cleaning, and sterilization of the scratching litter, build up a sure defense against disease.

The chick needs exercise and pleasur-

able occupation for its every waking moment. The chicken factory provides artificial means of entertainment and occupation that are as efficient on stormy days and in winter as they are on pleasant days and in sum-

mer. The chicks themselves, making not only an automatic exerciser, but giving self-cleaning floors. Dust baths, water trickles, and macaroni-like dough worms all aid in the good work.

Machine mixing and feeding give greater accuracy in the proportions of food, and avoid possible negligence of individual employees. A use of artificial light is here discovered in that the chicken will always run from darkness toward light. This fact may be used to lead chickens about the place or encourage them to take long walks through the runways by the manipulation of the switchboard—or, better still, by a modified sign flasher.

The largest hatchery in America is located at Cleveland, Ohio. This plant is equipped with incubators having a capacity of 666,000 eggs—or forty tons—at one time, and in 1918 actually produced and shipped about 1,500,000 chicks in the few weeks that constitute the spring hatching season.

This tremendous business was made possible by the development and perfection of hatching apparatus embodying an entirely new principle of incubation. These incubators are practically automatic in operation and reduce labor to its lowest terms.

Incubators of the ordinary type are boxes or cases of varying form and size, containing egg-trays in one tier and at a uniform level. This arrangement is necessary in order to maintain an even temperature on all parts of the trays. In the new machine the egg-trays are placed in racks, twenty-two tiers high. Uniformity of temperature is obtained by the use of electric fans.

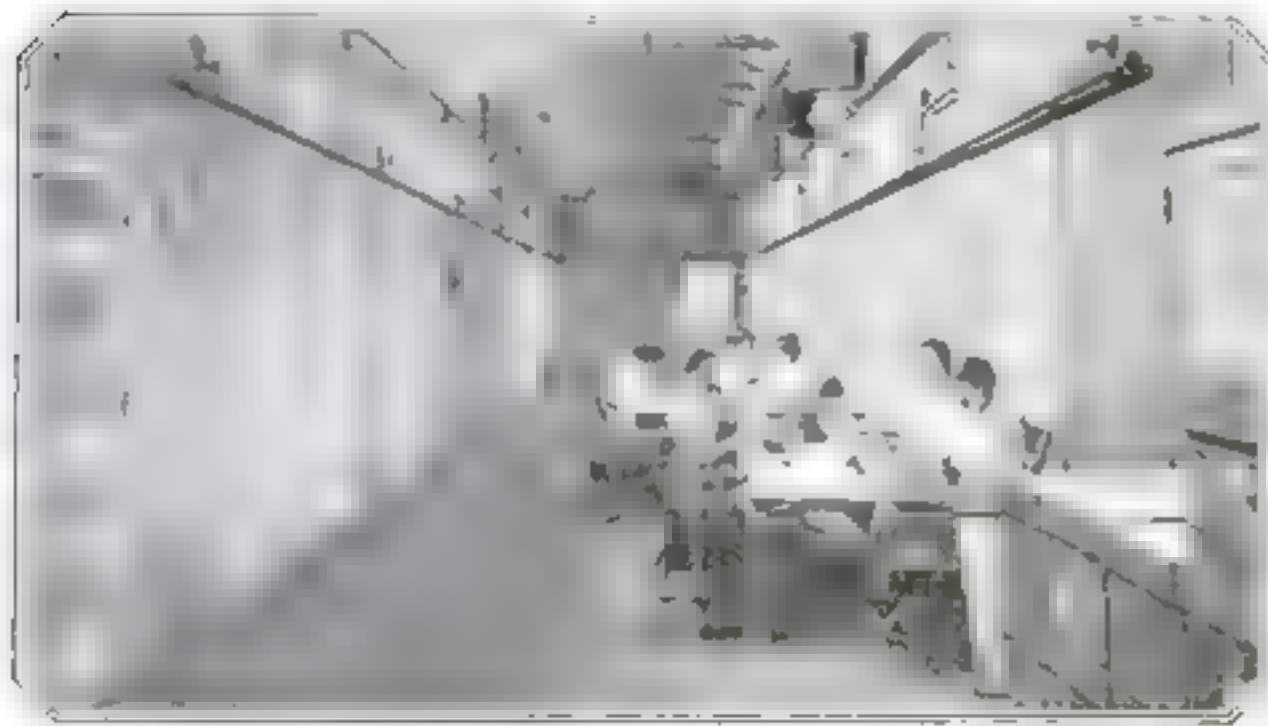
At the Cleveland plant there are twelve of these great incubators, each twelve feet long, ten feet wide, and ten feet high. When filled, each holds 55,500 eggs. With 60 per cent hatches, each turns out 33,000 chicks every three weeks.

In caring for eggs and chicks, the attendant actually enters the incubator. The labor of turning the eggs twice daily is practically eliminated by the arrangement of egg trays in supporting racks. These racks are collapsible, one side dropping down as the other moves up. Merely by pulling down one side of the rack the trays are tipped to an angle of about fifty degrees, throwing the eggs well over on their sides.



Each floor of the chicken scraper is sufficiently high to allow the chickens to move about without bumping their heads on the ceiling. Artificial heating dries out the floor dampness that would ordinarily breed disease.

mer. This is achieved with mixtures of litter and grain that are mechanically carried aloft, and, by means of sloping floors, worked along and down by the



This is the alleyway between the incubator rooms of a large hatchery in Cleveland. The women are sorting the eggs that have just arrived. The good ones are put in trays and incubated; the imperfect and cracked ones are sold to local dealers.

A One-Man Street-Cleaning Truck

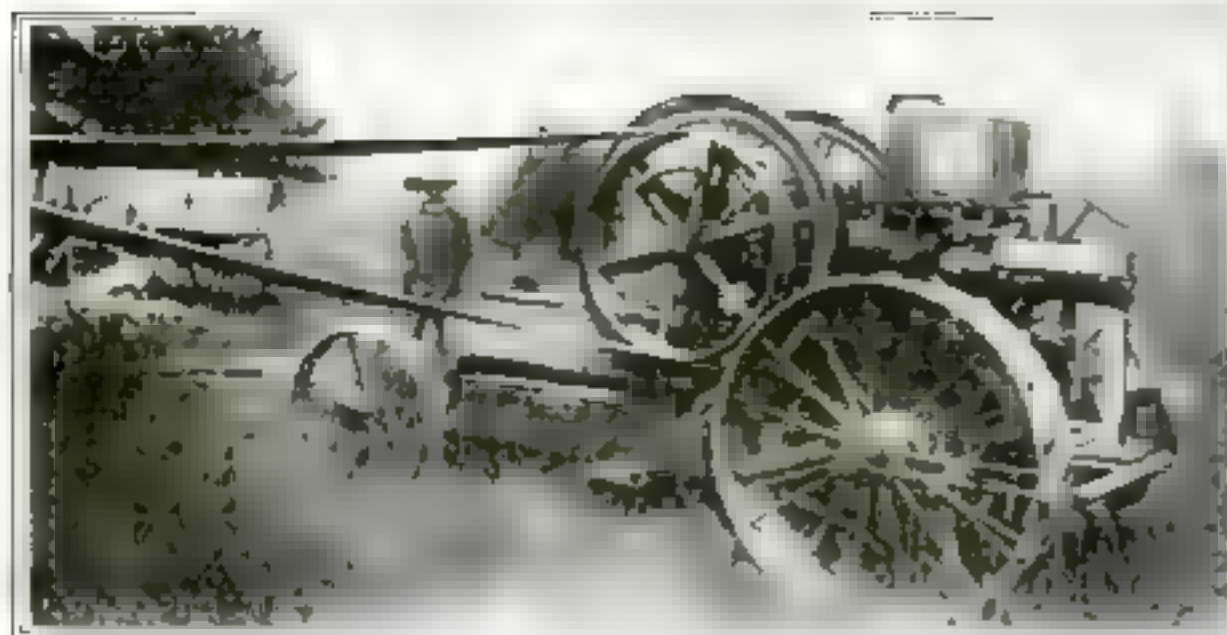
OPERATED by only one man, the improved form of motor street-sweeper shown below sprinkles, sweeps, and collects all manner of street dirt in one operation. The machine is not so wide as to restrict traffic, even on busy streets during the day. Furthermore, it is mounted on solid rubber tires in the rear and pneumatics in front, and is not so noisy as to prevent its use in the residential parts of a city during the night.

The sprinkling equipment consists of a water-supply tank with a capacity of one hundred and fifty gallons and a set of spray nozzles set crosswise under the truck-frame just in back of the front wheels. The water is fed by gravity from the tank at the rear to a bronze gear pump operated from the propelling engine of the apparatus. This pump is under the control of the driver.

After the dirt has been softened by the water, it is left undisturbed until it comes into contact with the broom.

After the dirt has been picked up by the broom, it is conveyed by an entirely new means to the hopper or dirt-container located above the vehicle frame directly in back of the driver's seat.

This new method makes use of an inclined flat steel plate around which are operated a series of rubber squeegees mounted on chains and placed longitudinally of the vehicle center-line. At the top of the steel plate, the dirt drops off into the hopper, while the squeegees snap themselves free from the dirt, pass over the upper chain sprockets, and return for another circuit.



The achieving of a homemade tractor is possible if one happens to own a stationary engine and if there is a junk yard in the neighborhood.

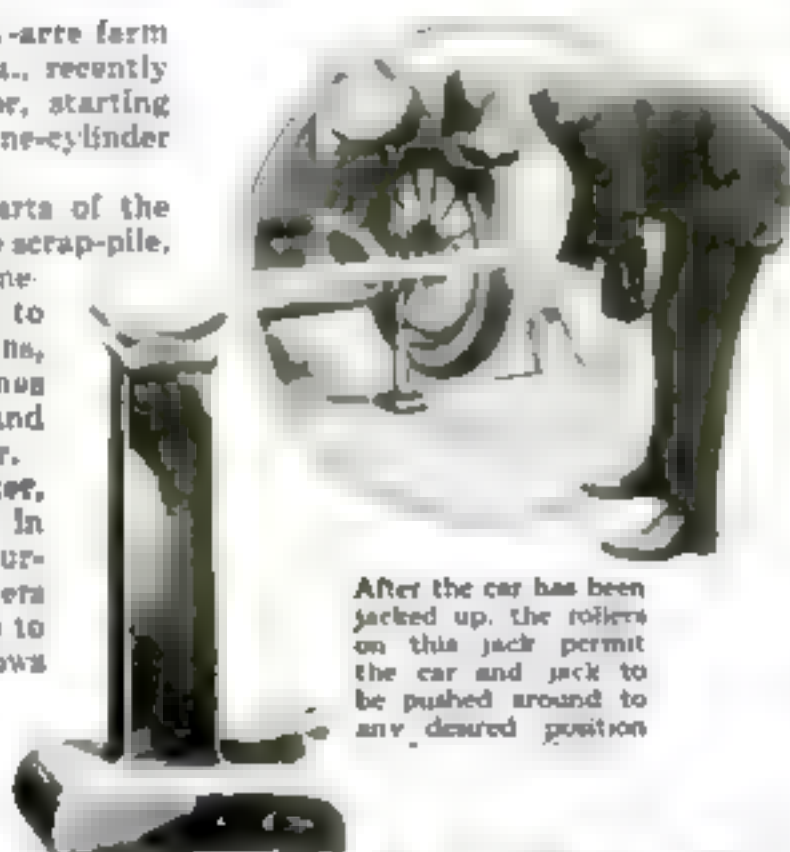
You Can Make a Tractor from a Stationary Farm Engine

THE owner of an eighty-acre farm in Lehigh county, Pa., recently constructed a farm tractor, starting with a fifteen-year-old one-cylinder stationary gasoline engine.

The truck and other parts of the tractor were taken from the scrap-pile. Adding part to part, this mechanical horse soon began to assume definite proportions, and the finished product has all the controls, speeds, and devices of a modern tractor.

Mr. Gelsinger, its maker, has been very successful in using it for threshing purposes for himself and farmers in his section. He is able to do plowing with three plows attached to the rear, and it climbs the grades without a balk.

The actual cost of this tractor was \$265.



After the car has been jacked up, the rollers on this jack permit the car and jack to be pushed around to any desired position.

The Automobile Jack on Wheels

SO that it can be slid in under the front or rear axle of a car, the latest thing in automobile jacks is mounted on wheels. Wheels are all right for moving the jack into place, but what about holding it in position when the strain to lift the axle is put upon it? Will it slide?

These two very important questions have been answered by the manufacturer: for the wheels are mounted on springs, so that they move up inside of the base of the jack, which then has a firm, non-sliding foundation.

The new jack is further characterized by the fact that it is entirely encased, so that the grease inside the standard cannot soil hands or clothes. A long extension handle, which can be folded to fit into the tool-box, also makes the jack easy to operate.



Formerly street cleaning was a complicated job for three pieces of horse-drawn apparatus. This machine, operated by one man, does it in one third the time.

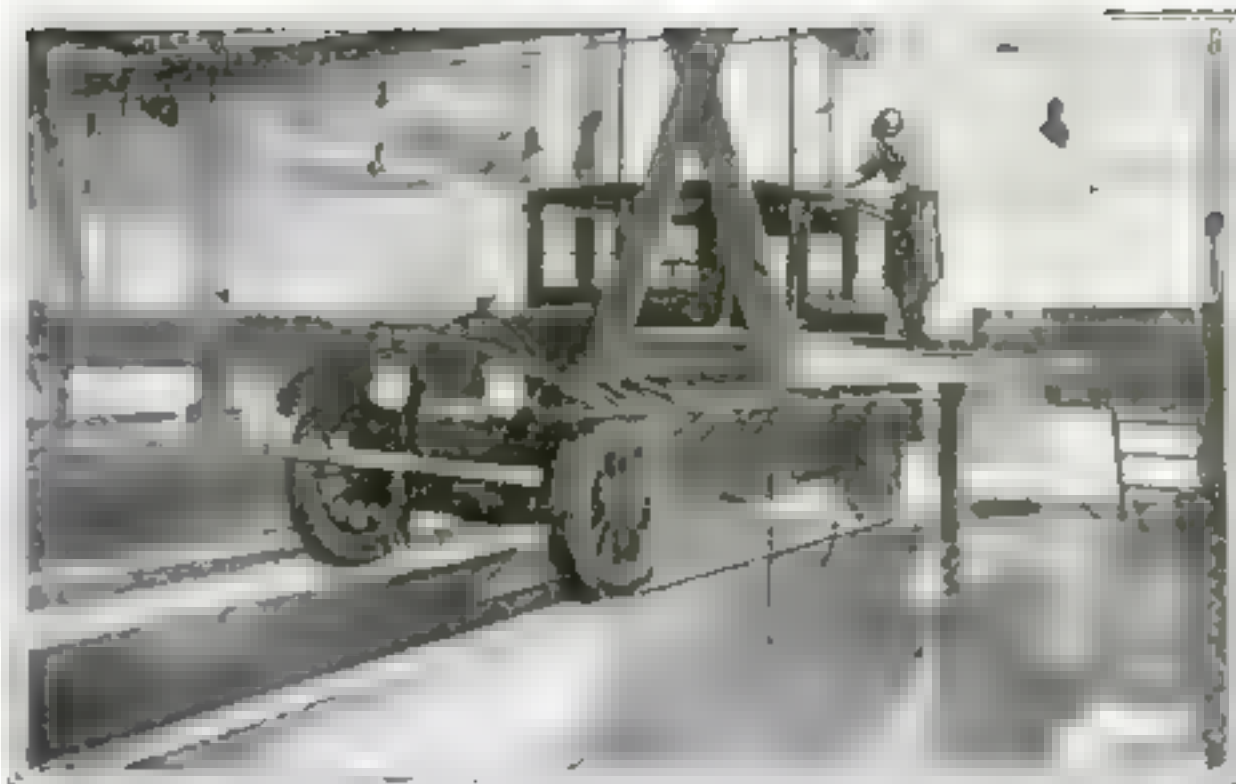
A Simple Lathe Used for Grinding Valves

GRINDING the valves of an automobile engine in an ordinary lathe is a troublesome and expensive job because great care must be taken in centering the valves and this requires the services of an expert mechanic. To overcome these two difficulties, an Indianapolis concern has just devised a simple valve-grinding lathe in which the centering is done automatically by placing the valve stem in the machine.

The apparatus will grind valves with 45-degree or 30-degree heads up to two and one half inches in diameter and with seven-sixteenth-inch stems. All that one need do is to set the cutter for either a 45-degree or a 30-degree head, insert the valve, tighten up on the clamps and feed the valve to the cutter by turning one handle, and revolve the valve about its axis by turning another handle.



A new lathe that grinds valves with the precision of a mechanic



Your car washed while you wait. A spraying apparatus above and at the sides throws water upon all parts of the car at once.

Washing Eight Hundred Cars a Day

CLEVELAND has a company that does nothing but wash cars. Its place is open twenty-four hours a day and it washes from fifty to eight hundred cars daily. At any time of the day you can drive your dirty car in one door and within twenty minutes drive it out of another, washed and polished.

After a car has been run on to a set of tracks, the first operation is to clean its sides and under part. This is done by a cradle of perforated pipes at the side and under the car. These pipes have a set of eight sprays, which strike the car from as many different angles, none high enough to splash over the sides and wet the upholstery.

While these sprays are at work softening the dirt, the second operation, that of washing the top, begins.

This is done from one side of the car by a man who stands on a special platform suspended from the roof trusses. From this platform the worker can easily reach the center of the top, which is thoroughly washed with a sponge, the water being provided from an overhead pipe through a flexible hose.

By the time the top is cleaned, the sprays have loosened all the dirt and mud accumulations on the chassis and body, and the car is then moved along the track and the third process is started. This consists of going over the engine hood, body, and tonneau with hose and sponge, and of cleaning the grease from the wheels and chassis with a kerosene spray. The car is then dried by compressed air.

Oil-Tanks Now Filled by Compressed Air

IN garages that have a compressed-air equipment for inflating pneumatic tires, no hoists, inclined skids, or waste of oil in splashing are necessary in filling oil-tanks if the new barrel-discharging bung illustrated herewith is employed. All that is necessary is to insert the bung, attach the air hose, insert the outlet pipe inside the tank, and turn on the air. Furthermore, it is not necessary to lift the barrel off the floor.

The bung is cone-shaped and threaded on the outside. Because it is cone-shaped, it can be made to fit any size of bung-hole by simply screwing it in a trifle farther. It makes an air-tight connection in the barrel. The bung itself is made of metal, and has inserted through it a pipe, the lower end of which is telescoping so as to extend clear to the bottom

of any barrel. The upper end of this pipe extends through the top of the bung and has attached to it a piece of flexible hose several feet long to reach from the bung to the opening in the top of the storage-tank.

The compressed air is led inside of the barrel to be emptied through a hole drilled near the top of the bung and coming out near the bottom. When the air is turned on, it forces the oil up through the telescoping pipe and out through the discharge hose into the tank. Less than five pounds pressure is sufficient to empty an average barrel in a few minutes. If a faster speed of discharge is desired, a greater pressure may be applied without difficulty, inasmuch as there is always an immediate outlet for the oil.



By this method the oil is discharged into the service container without collecting foreign matter



Instead of coal put an oil burner in your range and connect it with a pressure-tank

Making the Coal Stove into an Oil-Burner

SINCE oil is tolerably cheap, change your coal stove into an oil-burner. The picture illustrates how it may be done. The tank is filled with air compressed by a tire-pump. The lower part of the tank contains the oil reservoir. When the valve is opened the compressed air forces the oil through a flexible copper tube into the burner. The oil is blown in the form of a fine spray into the fire-box, where it burns with a hot flame.

The burner is placed on the grate of the fire-box, and the copper feed-pipe is passed through the draft shutter of the ash-box and the bars of the grate and connected with the burner. Whenever the pressure becomes too low, a few strokes of the piston of the tire-pump will send the hand of the pressure-gage to the desired figure.



The operator can tell from the indicator dial which way to shift the plate

Cutting Iron Plates into Ribbons

ROILED iron or steel plates, as well as sheets of other metals, from the thin sheet-iron used for stovepipes to the heaviest plates of which boilers, tanks, etc., are made, are cut with shears. Formerly straight-edged cutters, operating on the same principle as the two blades of a pair of scissors, were used for that purpose. More recently rotary shears have taken their place.

A heavy steel disk with a sharp cutting edge is rotated against a stationary straight edge of hard steel. The plate to be cut is passed between the rotating cutting disk and the straight edge against which it bears. The disk, which is pressed against the plate with tremendous force, cuts through the metal as the cutter of the trimming wheel used by photographers cuts through the paper of a photographic print.

When long strips are to be cut, the line along which the cut is to be made is marked on the plate with chalk or paint, and the workmen operating the shears must follow the prescribed line very carefully.

The rotary shears shown in the picture are provided with a device that facilitates the task of following the cutting. A line pointer connected with a dial is placed a short distance ahead of the cutter, and the workman stationed at the cutter keeps the point of the instrument on the line.

The man who is feeding the plate to the cutter closely watches the indicator dial, which tells him by the position of the hand whenever the cutting line deviates from the plane of the cutting edge in either direction.

Pack the Barrel Tightly

AIR bubbles in a barrel of cement are just as harmful as air bubbles in a jar of preserves. Of course they don't make the cement ferment, but they do collect in the top or at the sides of the barrel as the cement settles down, and makes the barrel weak. At the points where there is nothing but air beneath the staves a barrel can not withstand a blow. A little rough handling will soon smash it and scatter the cement. What is the remedy?

Thomas Edison, on entering the cement business, quickly solved the problem. Shake down the barrel as you fill it, says he, and the air bubbles will disappear. You have often done the same thing when you filled the flour can.

But barrels filled with cement are too heavy to shake by hand, and so in the Edison plant a machine is used for the purpose. The packers place the barrel on a platform and shake it mechanically.



The cement in the barrel was packed so tightly, to exclude air bubbles, that at the end of a journey it remained firm when the staves were broken away

Finding Oil with Electricity

ELECTRICAL instruments of sufficient sensitiveness can be used to detect the presence of oil-bearing regions when the oil is not far from the surface. In this case the usual current transmitted through the earth is measurably stopped by the insulation afforded by the oil, and the interruption to the flow of the current from metalliferous regions serves thus to indicate the intervening layers of oily material or oil as an insulating medium. But some of the greatest reservoirs of oil exist at such depths that they would be beyond the range of the electrical detector. For deep wells the instrument is then ineffective, but it can be used satisfactorily where the oil is near the earth's surface.

The use of the instrument to detect the presence of metals is well known, but it is the diverted application of the metal-finder that serves now as an oil locator.

Making Ships of Puffed Brick

CONCRETE for ship work must be lighter than the hundred and fifty pound per cubic foot mixture commonly used, if the concrete ship is to compete commercially with wood and steel vessels. Puffed brick is a mixture of cement and other ingredients forming a concrete that is just as strong as the ordinary kind made with cement and crushed stone, but that weighs about one hundred and ten pounds to the cubic foot instead of one hundred and fifty pounds. It is an artificially burned clay or shale uniformly filled with small non-connecting cells.

The basic clay from which it is formed becomes plastic when heated in a kiln to a temperature of between 1,800 and 2,000 degrees, and forms a coating that retains the gases generated by the decomposition of the contained compounds under heat. This expanding gas puffs the brick or the clay ball to several times its original size. While puffed brick is full of holes, it is not porous.

Thus made, the puffed brick is ground to a uniform size and mixed with cement to form concrete, which is poured into the form to mold the shape of the ship in the ordinary manner. Following the latest development in forms for building construction, these forms used for ship work are now generally made of metal and hinged with bolts, so that they can be opened up and moved along as soon as the concrete hardens. After a launching, the forms are replaced, the steel reinforcing rods placed, and the pouring of another ship begun.

One of the latest types of concrete ship in which the

A 7,500-ton oil-tanker is one of the latest concrete ships to be made of puffed brick. Contrary to steel ship practice, its engines and boilers are placed amidships.



In building ships of the new puffed brick concrete, the ribs are placed close together just as in the construction of steel ships.

puffed brick concrete has been used is the 7,500-ton oil-tanker a diagram of which appears above. It and its companion ship, a 7,500-ton cargo vessel, are the two largest stone boats that have ever been attempted. The tanker is 420 feet long, and, contrary to conventional steel ship practice, has its 2,800-horsepower reciprocating engines and boilers placed amidships instead of aft. This more desirable location was

chosen because the oil tightness of the shaft tunnel or alley from the rear of the engine to the propeller is more certain when made of concrete than with steel plates.

The system of framing in the tanker is much the same as in steel ships, the frames or ribs being placed close together. Two longitudinal bulkheads extend for the clear length of the vessel from the forward to the aft collision or cofferdam transverse bulkheads.

Try a Sample, Lady?

HAMBURGER steak in a can on a shelf in the grocery store isn't nearly so attractive as a sample of it served on a fancy plate, with a shiny new fork to eat it with.

Realizing this, a large canned meat company has supplied its sales-people with sample cases containing various canned meats, canned heat, plates, spoons, and knives. They set up their cases in the corners of grocery stores and feed morsels to customers. After one mouthful the sampler may become a confirmed buyer.



If you wish to gain new customers, tempt them with samples of your goods.

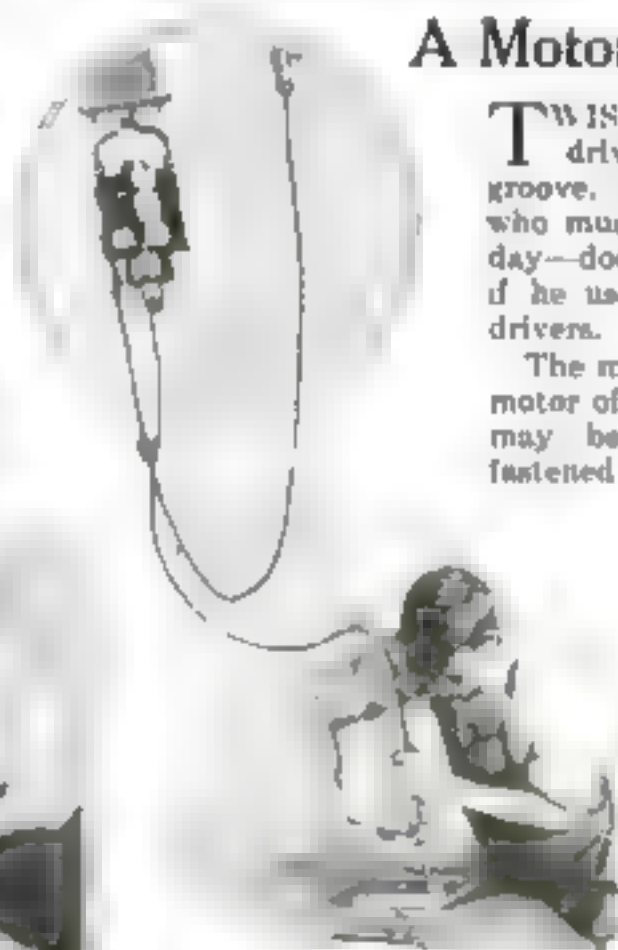
A Motor-Turned Screwdriver

TWIST, turn—you struggle with a screwdriver. It keeps slipping out of the groove. How about the man in the shop who must drive a great many screws in a day—does he have the same trouble? Not if he uses one of the new electric screwdrivers.

The motive power is supplied by a small motor of one half horsepower or less, which may be suspended from the ceiling or fastened to the top plate of a metal stand resting on casters. The motor may be connected by a plug and cord with any conveniently located electric-light socket. A flexible shaft connects the motor with the screwdriving tool.

The edge of the screwdriver is placed in the slot of the screw, one hand of the workman holding the handle, the other steadying it by grasping the ratchet handle.

When the handle is pressed down against the head of the screw, the screwdriver engages a friction clutch at the end of the flexible driving shaft and revolves rapidly, driving in the screw to its shoulder.



This power screwdriver is lubricated with machine oil instead of elbow-grease, and saves a great deal of valuable time in the shop.



There were portholes at regular intervals in the upper surface; these were closed just before the flour dust was exploded.



This picture of a starch-dust explosion was taken in spite of the fact that the photographer was temporarily stunned by the force.

Watch Out for Flour and Starch

EXPERIMENTS carried on by the Department of Agriculture prove that the dust of starch and flour will explode with greater force than that of a coal-dust explosion. A 200-foot steel cylinder was prepared, one end of which was left open, while the other was closed except for a small hole against which a specially made "cannon" was placed.

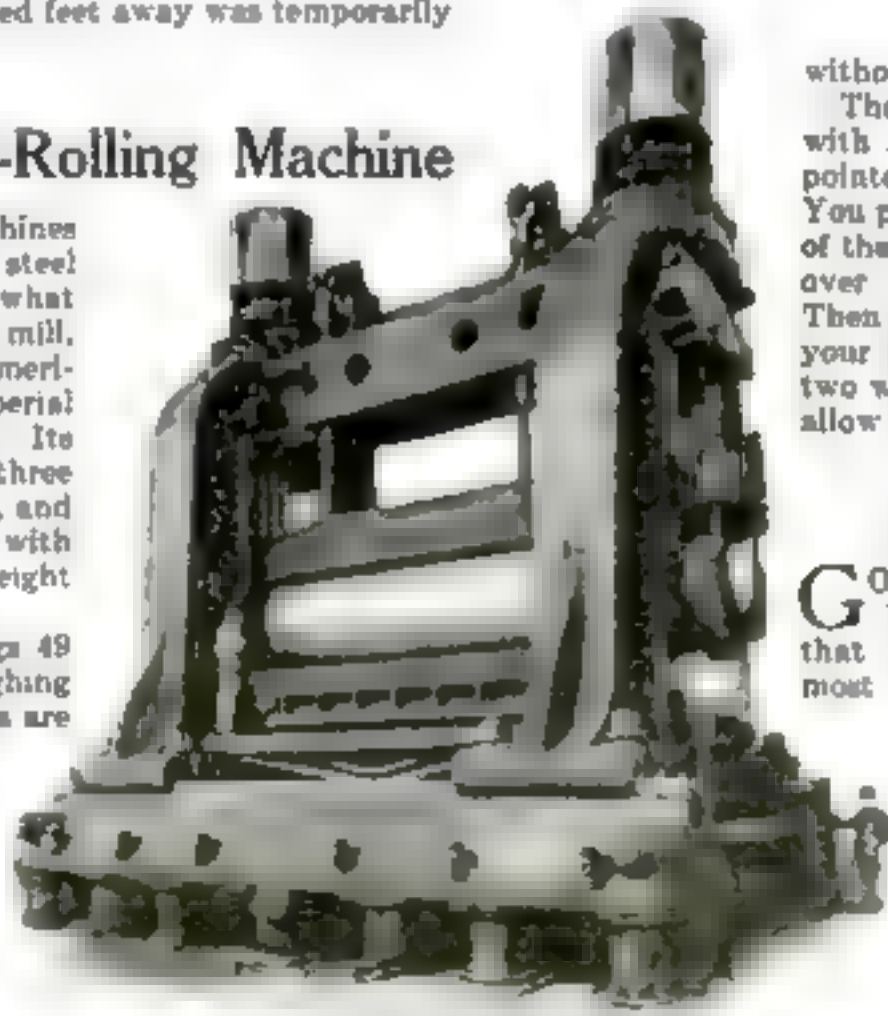
First, coal dust was spread on shelves inside the cylinder. The cannon set off a charge of gunpowder in the cylinder, and the coal dust exploded with a roar. After the cylinder had been cleaned out, flour dust was placed in it. When this was set off, the blast was far more violent than the coal-dust blast.

The starch-dust explosion was the worst of all. It shook houses three miles away. The earth trembled; the engineers who were watching the explosion were thrown to the ground; and the photographer who was taking pictures in a telephone-booth a hundred feet away was temporarily blinded and stunned.

A Monster Steel-Rolling Machine

ONE of the largest machines ever built for rolling steel plates is shown here. It is what is known as a 180-inch plate mill, and it has been built by an American company for the Imperial Steel Works at Kobe, Japan. Its over-all height is thirty feet three inches with the rolls together, and thirty-three feet three inches with the rolls apart. Its total weight is 592 tons.

The rolls are steel forgings 49 inches in diameter, and weighing sixty tons. Forged steel rolls are used because of the almost prohibitive prices asked by roll manufacturers for chilled rolls of that size. The preheated red-hot slabs of steel are brought up to the rolls of this machine by special apparatus and are then passed through the heavy rolls until a plate of the desired thickness is produced.



Hot slabs of steel are passed through this great rolling machine until they have reached the required thickness.



This fastener will attach your rubber to your shoe, so that you can't lose it in the mud without also losing the shoe.

Hitch Your Rubbers to Your Shoes

DID you ever lose your rubbers in the mud? Perhaps you don't live in a muddy place, but there are others who do, and they may be glad to hear that Mr. Philip Lettre, of North Attleboro, Mass., has invented a rubber-protector that makes it impossible for a rubber to come off

without taking the shoe with it.

The protector consists of a spring with a hook at one end and a sharp pointed fastener at the other end. You pierce your rubber with the point of the fastener, and bend the point up over the back face of the fastener. Then you slip the hook over the top of your shoe. The spring between the two will stretch about half an inch to allow for adjustment.

How to Grow Tall

GO to bed and grow tall. It has been proved by experiment that the average person gains almost three eighths of an inch in height after a night's sleep and shrinks the same amount during the day.

A long stay in bed not infrequently increases perceptibly the height of invalids, and it is also true that the more rest a young child has the taller he will grow.

The reason for all this is that the weight of the head when we are standing erect compresses the spine.

Juggling Heavy Loads in Mid-Air

IMAGINE a man having lifting power of four thousand men, whose head is 230 feet above the ground and whose arms could reach outward 190 feet, and a very clear idea of the size and strength of the massive crane that was built at the League Island Navy Yard can be obtained.

Four locomotives, each weighing 100,000 pounds, can be juggled in the air at one time by the huge crane. Its great mechanical arm reaches outward and picks up one or more of the locomotives at a distance of 190 feet, dangles it in the air 141 feet above the ground, and sets it down at a distance of 41 feet from the central supporting arch.

With the power of this mechanical giant the Egyptians could have built the pyramids in short order. The temple of Karnak, with its massive blocks of solid rock, could have been piled up with ease if this giant crane had been at the beck and call of the builders.

What great achievements may not be expected in the future when it is employed lifting weights to the height of a city skyscraper?

With empty hands the steel crane can operate at a speed of ten feet a minute, but when it carries a heavy load, the rate of about two and a half feet a minute is required for its operation.



It would take the lifting power of four thousand men to do the work of this lofty steel giant, which was built at the League Island Navy Yard, and is said to be the world's largest crane.



One of the 100,000-pound locomotives being juggled in the air from the strong cables of the giant crane. What a thrilling ride to take in mid air!

In the picture at the right getting ready for a swing in the air. Compare the size of the tackle with the size of the men.

Compare this giant with the man. It is a giant crane that can dangle four locomotives in mid air, whose brawny arms of steel can reach outward from 41 to 190 feet and can raise a heavy weight to a height of 141 feet. The giant stands 230 feet high. It is capable of lifting 400,000 pounds to the height of a ten-story building.

Blindfolded by Clear Glass

Ordinary spectacles saved this man's eyes from ultra-violet rays

By Charles Magee Adams



"I'll tell the world I wouldn't wear 'em if I didn't have to," he said as he gave the unwelcome lenses a rub and jammed the frames back over his ears.

BUD BRADY, chief lineman for the North Fork Hydroelectric Company, thrust open the door of the Centerdale substation, dived inside, and slammed the door behind him in the face of a pursuing blast of rain.

"Well! Caught you, did it?" Ike Reed, the station attendant, greeted him from the near end of the purring motor-generator in the middle of the room.

Bud did not reply. Leaning his wet back against the door, he jerked off a pair of large shell-rimmed spectacles and reached into a trousers pocket. "Darn glasses, anyhow!" he growled, fishing out a dry handkerchief and rubbing the rain-splashed lenses with irritated vigor. "When it rains they're wet and get streaked; when it's hot they sweat and get streaked; when it's cold they steam and get streaked. They must think all I got to do is stand around and rub 'em all day."

Ike nodded. "Yes, I guess it is a lot o' trouble," he agreed.

Bud grunted: "You don't know anything about it. You don't have to wear 'em. I'll tell the world I wouldn't wear 'em if I didn't have to" and he gave the unwelcome lenses a final rub and jammed the frames back over his ears.

"Pretty fair little storm," Ike remarked, with an amiable desire to change the subject.

But wrinkled his nose to force his glasses into position. "Thought I could make it here before she broke, but she caught me about a mile out." He shook the water from his shirt. "Liked to drown me and the flapper. There's going to be some lightning too."

And there was. Scarcely had he spoken when above the

drumming boom of rain on the roof there came a sharp crackling report from the switchboard at the opposite end of the long concrete room.

"We'll have some fun now," Ike sighed ruefully, and turning ran back to the switchboard.

The flash proved to be merely a small affair which had come in over the 33,000-volt high-tension line supplying Centerville from the

water-power station back in the hills. It had jumped the horn-gap arresters, and Ike, with a glance over the switchboard to assure himself that everything was as it should be, returned to

where Bud had seated himself beside the front window and watched the rain swirl around the little service car parked outside.

Scarcely had he seated himself when there came a vicious cracking report. "There's going to be fireworks," Bud announced. "Guess we'd better both take a hand," and he ran back to the switchboard with Ike.

The second flash too had jumped the horn-gap properly, but Bud and Ike had no sooner made sure that everything on the wide switchboard panel was in a proper condition when a third came—a long ripping flash; and after that the flashes came in with machine-gun rapidity.

Side by side the chief lineman and the station attendant worked for five fast minutes: resetting the circuit breakers when they were tripped, opening and closing switches, doing everything in their power to protect



"Wh- the m- t- he
yeller h- e- u- se of
the f- i- M-
eyes l- e-
"Dog- m- m- get the
fire" Bu- a b- o-
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his hands over his eyes

the lines and equipment from the storm and still maintain service. And all the time from the fifty miles of transmission line reaching up the North Fork valley the flashes continued to arrive.

Then it slackened. For a half minute there was no flash at all, only a single feeble flicker—for a whole minute simply the drumming of the rain on the roof.

"Shame it ain't the Fourth o' July," Ike grinned, mopping the perspiration from his forehead.

There was a blinding flash—a crashing report—and a huge, vivid ball of flame burst from the mass of connections and cables behind the switchboard, seemed to poise for an instant, and then broke into shooting blades of fire.

Bud knocked out the secondary switch, and leaped for the fire extinguisher on the wall at his side of the board. Ike knocked out the motor-generator switch, and leaped at the fire extinguisher hanging at his side of the board. Together they charged.

This had been no ordinary flash, not even an ordinary big flash. From one to another of the three 33,000-volt leads it had danced, and now, as the men at the power-house back in the hills turned on the current after the momentary shutting off, a long tongue of arc licked from one to another of the conductors in its wake.

Bud pointed the nozzle of his fire extinguisher at the mass of crackling flames and twisted the release valve to the open position. He saw Ike turn a hissing stream of liquid from his extinguisher, miss the fiery target by a yard, wave the stream crazily along the wall two yards from the blaze, and then, dropping the extinguisher to the floor, fall back two paces, hands over his eyes.

"What's the matter?" he yelled above the noise of the fire.

"Eyes! My eyes!" Ike answered. "Don't mind me! Get the fire!"

And Bud obeyed. Until there was only a feeble trickle left in either of the two extinguishers he played their streams straight at the heart of the flames.

He was a bit dazzled by the glare, but his sight was not impaired. Yet, as the arcing subsided into a dully glowing mass of scorched tangled connections, he turned and found Ike groping blindly along the wall, ten feet from where his chair was.

"Ultra-violet rays, my boy," Dr. Vernon, the company physician, announced a half hour later as he



There was a blinding flash, and a huge vivid ball of flame burst from the mass of connections and cables behind the switchboard.

straightened from above Ike and patted a thick bandage into position. "You'll be all right before long if you just keep quiet and in the dark."

Bud, reaching for the motor-generator switch after rigging temporary connections to restore immediate service, turned. "Ultra-violet rays?"

"Yes; light rays from the arc, you know," Dr. Vernon responded.

"Then why didn't they get me too?"

Bud demanded. "I saw just as much arc as he did, and my eyes are weak."

The physician nodded. "But you wear glasses," he countered.

Bud frowned, puzzled. "Yes."

Dr. Vernon smiled: "Any ordinary glasses will filter out the ultra-violet rays. They're all that saved you."

Bud frowned and looked at Ike, lying back in a chair, his eyes heavily bandaged. Then he slowly removed

his shell-rimmed spectacles, held them up, and carefully wiped a splash of grease from one lens.

"Glasses, I take it all back," he said with respectful humility. "You win. After this you can just steam and sweat and streak all you darned please and I won't kick or say a word, 'cause you sure saved my bacon in this here little old sub-station."

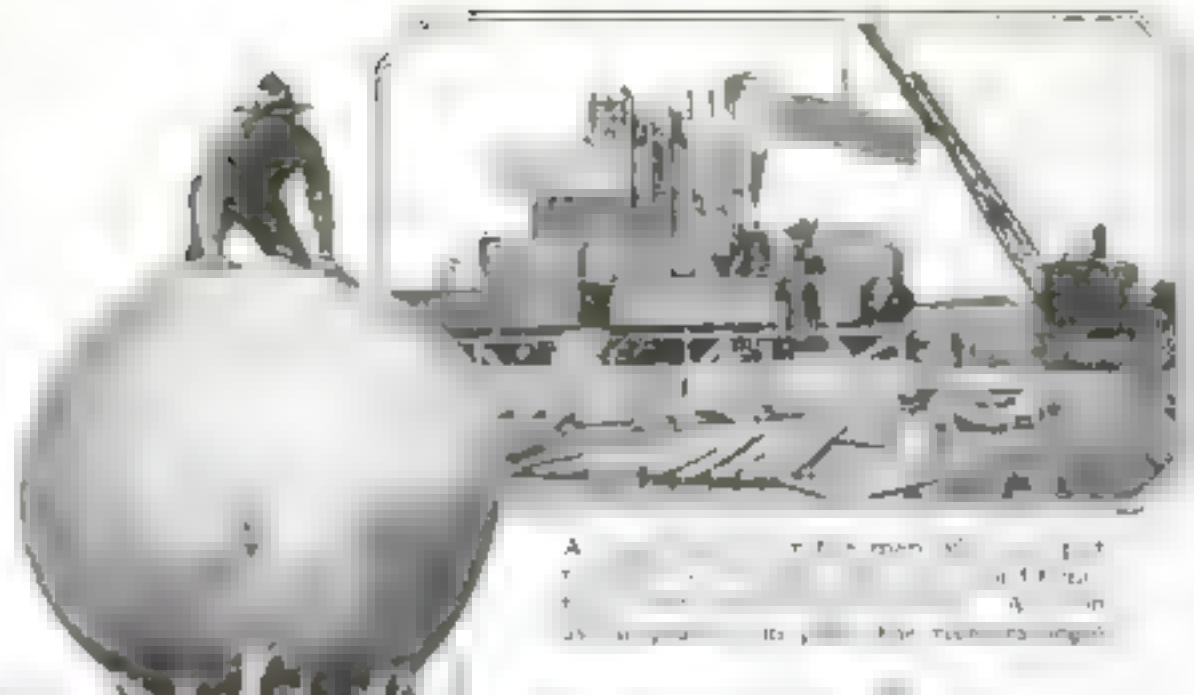
Do You Know a Story Like This?

INVENTION and adventure have gone hand in hand ever since the time when the first man pushed a log into the stream and climbing astride went boldly navigating. Modern science has ringed the world with romance in which the machine joins with man in playing the star part.

Perhaps you know such a story. If you do the Popular Science Monthly wants to print it. Remember that the story must relate an actual happening—that it must tell of how men overcame adversity, or escaped from danger to themselves, or saved others by the aid of their inventive powers or their skill in handling mechanical appliances. Not over 3,000 words should be used in the telling, and the more you can cut your story below that mark and keep a clear and interesting narrative the better chance your manuscript will have of acceptance. Payment for these stories will be above our regular rates.

Contests—But Not for Money

Speed and endurance often mean bread and butter as well as sport



1	2	3	4	5	6	7	8	9	10	11	12
13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	32	33	34	35	36
37	38	39	40	41	42	43	44	45	46	47	48
49	50	51	52	53	54	55	56	57	58	59	60

61	62	63	64	65	66	67	68	69	70	71	72
73	74	75	76	77	78	79	80	81	82	83	84
85	86	87	88	89	90	91	92	93	94	95	96
97	98	99	100	101	102	103	104	105	106	107	108
109	110	111	112	113	114	115	116	117	118	119	120



121	122	123	124	125	126	127	128	129	130	131	132
133	134	135	136	137	138	139	140	141	142	143	144
145	146	147	148	149	150	151	152	153	154	155	156
157	158	159	160	161	162	163	164	165	166	167	168
169	170	171	172	173	174	175	176	177	178	179	180



Three patient victims, ready to take part in the barbers' contest. They are about to be given the quickest shave and hair cut they ever had. The winning barber did his bit in six minutes and fifteen seconds.

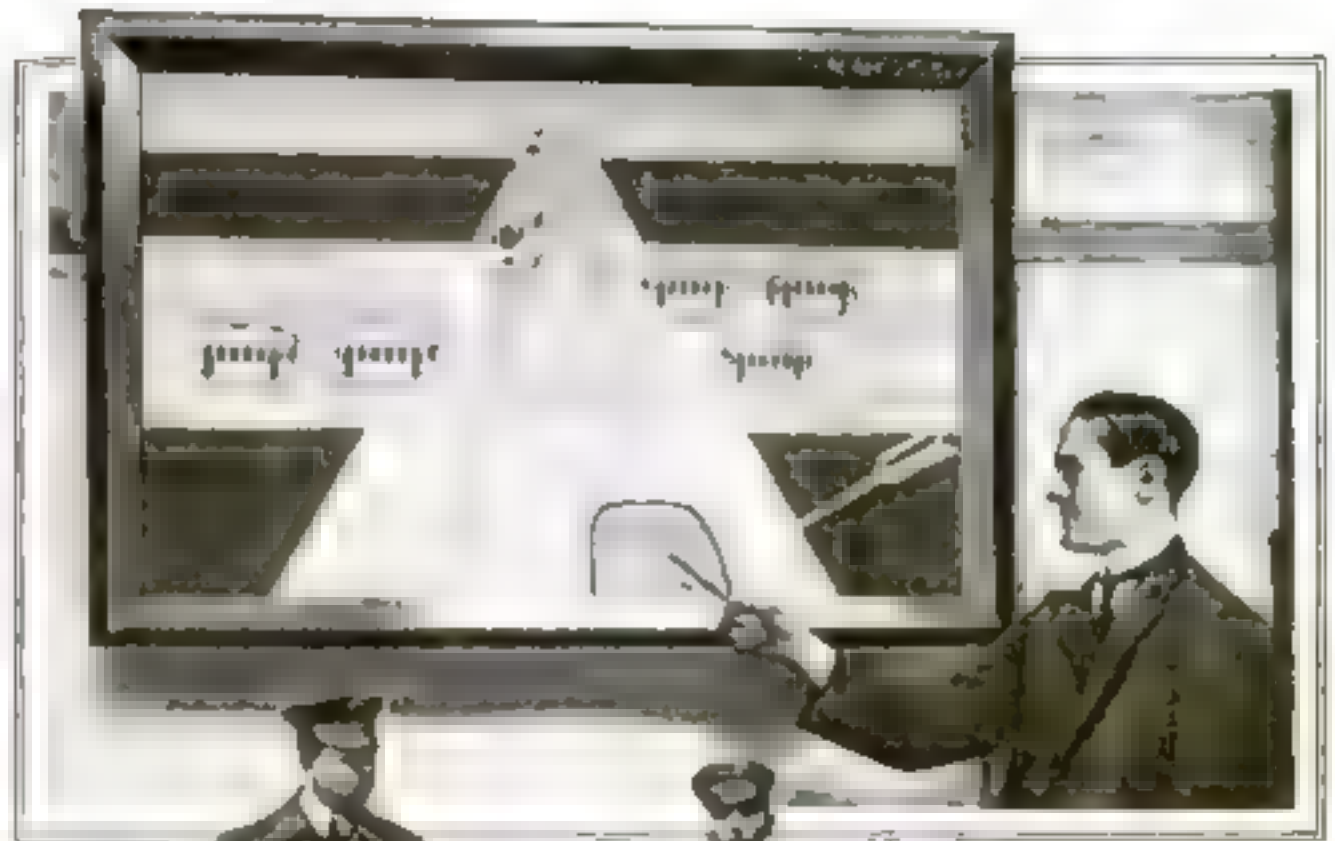
This miner won a contest by drilling a hole fifty-six inches deep in seven minutes. At the word "Go" he made his pipe connections, turned on the air and water, jumped back to his machine, and began to drill.

Could You be a Motorman?

Are you color-blind? Are you nervous? Do you think quickly?



John Smith wants to be a motorman. In one test John is told to take hold of two upright rods, which suddenly begin to slide. John's power of decision is determined by the quickness with which he stops them.



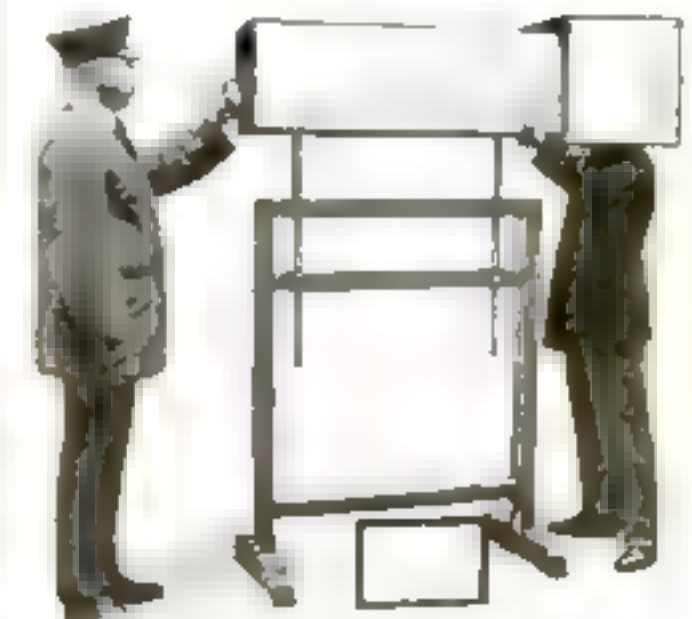
Next John takes a short test of his ability to think quickly. He is told to stop a moving car at a certain point. At the same time a clock starts the counting. John must stop the car in the right place in the shortest time possible.

How sensitive are the nerves? This is the next test. John is told to stop a moving car at a certain point. At the same time a clock starts the counting. John must stop the car in the right place in the shortest time possible.

Every time the crank touches, a bell rings.



In a test for vision John is given a large iron E mounted on a handle. Another E flashes up on a stand several feet in front of him. John must immediately adjust the E in his hand until it is in exactly the same position. In the picture the E is shown lying on its back.



A motorman must find his way in the dark. Here is John with his head in an oblong case. When he is accustomed to the darkness, he rapidly calls out the names of objects he can see.



To determine the amount of carbon in a particular piece of steel, fine drillings of the steel are weighed, then placed in a furnace, heated, treated with oxygen, and the resulting carbon dioxide is collected in bulbs, which are weighed before and after.

The Shoe that Won't Strike Sparks!

If you should see a track-walker deliberately step on the third rail, don't faint. He may be wearing shoes with wooden soles—and wood is a non-conductor of electricity when it's dry.

A new wooden-soled shoe is being turned out by a manufacturing company in Norway, Maine. The sole is made of polished maple, basswood, or elm, and is treated with oil to make it waterproof.

It is made in one piece and is shaped like a rocker with a groove running around the edge. The heel

is of rubber, and is attached to the sole, not by nails, but by fish-line. This fish-line is also used to draw the uppers to the soles, which are cemented together.



This shoe has a wooden sole and uppers made of a fabric material. They are joined by fish-line and cemented together. The heel is of rubber. Thus the shoe is an absolute non-conductor of electricity.

Making Steel that Is Hard or Soft

ALL steel contains a certain percentage of carbon, which largely determines how hard a steel is or may be rendered. For instance, tool steels contain about 1.25 per cent of carbon, while steel rails will average from .50 to .75 per cent carbon. The mild or soft steels range down to .10 or .15 per cent carbon.

It is generally necessary to determine the percentage of carbon in any steel. The apparatus above is for this purpose. Fine drillings of the steel are obtained, weighed, and placed in a porcelain dish, which is placed inside of one of the two round furnaces at the center of the table. These are electrically heated, bringing the drillings almost to the fusion point.

While at this high temperature a stream of oxygen from the tank in the corner is allowed to pass over the drillings. The oxygen burns the carbon out of the steel, forming a gas, carbon dioxide, which is collected in the bulbs to the left of the furnace. These bulbs are weighed before and

after, and the increase in weight represents the carbon dioxide.

Check Your Hat, Sir?

THE propriety of the coat-room boy is threatened by the invention of a mechanical coat-checker that will guard your coat, hat, and umbrella for one cent.

You hang all three on hooks and clamp them firmly in place by means of locking arms, securing them by means of a key. The locking arms are geared together.

To get back your belongings you insert a cent in a slot over the keyhole, whereupon the key will turn in the lock,



A mechanical coat checker that guards your coat, hat, and umbrella, returning them for one cent.

Trying Out Our Navy's Lines

BEFORE a battleship is built Uncle Sam wants to be sure of her speed. Of each ship a model is built of wood in strict accordance with the lines of the design, and at a reduced scale. This dummy, about twenty feet in length, is carefully tested in a basin specially provided.

The wooden models are placed in the basin and are towed back and forth through the water by an electrically actuated carriage which spans the water basin and runs on tracks placed on each of the long sides of the tank. The observers who make the tests occupy a booth in the center of the carriage, where the instruments used in the trials and the various controls are assembled.



In this testing basin at the Washington Navy Yard, the second largest in the world, models of all naval ships are tried out carefully to guard against errors of construction.

Buy Yourself an Ink-Stick

BLOP! You've ruined your letter with a great ink-spot. Ah, but there is a new inkless pen. In it ink-sticks are used. The stick fits into a groove in the pen. Moisten the stick in water, and the stick will dissolve enough ink to write a full-page letter.

This ink-stick was invented by Dr. John C. Olsen, a chemist connected with the Polytechnic Institute of Brooklyn. The pen holder designed for the ink-stick has a chamber at the end for holding two extra sticks. Thus you needn't worry about the supply running out.

Ink-sticks instead of liquid ink are used by this pen. The stick fits into a groove in the pen, and is moistened with water.

The manufacturers say: "It is the only pen that has been weaned from the bottle."



The aviator in the bow of this seaplane has just hurled down a white pigeon—folding the pigeon's wings close to its body so that they would not open before the bird cleared the airplane.

They Built Their Air Flivver

A SMALL one-man carrying biplane has been designed and built by students of the Aviation Mechanics School at Great Lakes, Ill., from the usual materials, wood, wire, and canvas, and equipped with a two-cylinder air-cooled motorcycle engine. They also flew it successfully. It has a wing spread of not more than sixteen feet and a total weight of three hundred and fifty pounds.

We used to despair of ever seeing a successful "airmotor" of minimum weight. These students simply purchased a bicycle engine.

No material is found in their structure that was not available years ago. Thus they have strikingly revealed what all airplane inventors neglected in the early days. They saw that the most obvious requirement is a body and wing structure that cleaves the air with a minimum of effort, with everything hidden in that "body."



This one-man biplane is the product of students at the Aviation Mechanics School at Great Lakes, Illinois. Its weight is three hundred and fifty pounds and its wing spread is sixteen feet.

The Seaplane's Carrier-Pigeon

THE aviator in the bow of the seaplane reached over the side and hurled out a small white object. It shot straight down for about ten feet; then it opened, circled a few times, and disappeared. It was a carrier-pigeon.

Before the aviator let go he made sure that the pigeon's wings were tucked in close to its body so that they wouldn't open up before it had cleared the airplane. When the pigeon had righted itself and taken its bearings, it headed straight for home.

In spite of modern invention, the carrier-pigeon has lost none of its business. In fact, it is more in demand than ever. It is used by forest rangers to report fires. During the war pigeon raising and training was carried on near the front. Many a despatch-bearer started out with a pigeon in a basket on his back. Not only did the soldiers use pigeons, but practically all aviators made sure that there was a pigeon tucked away in their airplanes before they started out.

One striking tale of a pigeon saving the crew of a seaplane at the cost of its own life is told by the pilot of a British airplane. The seaplane was making its way home after a long-distance trip, when it ran into a fog-bank. A few minutes later the engine missed, and then stopped altogether. The pilot was forced to land in a rough sea. He wrote down his approximate position, slipped the paper into the tube attached to his carrier-pigeon's leg, and released the pigeon. He had little hope of rescue because of the blinding fog. The pigeon battled its way home. It died immediately after, but the crew of the airplane were saved.

They are Going West for a Separation

THESE two are really together though they hope soon to be separated. Not that they love each other less, but they find life together very uncomfortable. They are joined just below the shoulders and have been that way for their thirteen years of life.

They are the sons of Mr. and Mrs. Marco Godino, Filipino now in Washington, and they are to be operated on by a surgeon in the West.

Fortunately, they are very good friends as well as brothers. Their life together has not been unbearable. Their chief difficulty is encountered in walking. One of them must always go backward. How do they sleep? We have given up trying to guess.

Abnormalities of this kind are due to deviation from the normal development of the embryo. Just why these deviations occur has not been discovered. Usually dwarfs, giants, and deformed children are born to normal parents. But should two abnormal freaks marry, it is believed that the children would inherit the freakishness.



Apricot Pits for Dyes

AMERICAN that apricot pits are a source of dyes. The pits are dried and then the kernels are removed. The pits are then ground and the oil is pressed out. The remaining solid material is then used as a dye.



You Would Probably Be Arrested for This

IF you used the American flag as a sheet to cover your body with, someone would find it and tell a patriotic society about it and they would loudly protest. On the contrary, a pony that does the same thing on the stage is loudly applauded.

The pony's name is Julius Caesar. He wears a wig, a sword, and a shield, and always finishes his act by waving the American flag and then crawling under it.

Julius was an incubator baby. He was kept alive for eleven days in a box lined with pillows, and carefully fed with milk at regular intervals, before he was pronounced normal.

Opening the Door Connects You with "Central"

WE have heard about making things out of concrete, and now we have a brand-new type of concrete material that is easily serviceable material. It is used in many railway systems and is likely to become standard in the form of neat little concrete booths, just large enough to accommodate one person.

The new concrete telephone-booth is unlocked and opened the connection is automatically made and the time of waiting for "central" is minimized. When the door is closed the connection is broken. A panel door with glass provides sufficient light for the interior. These concrete booths are more ornamental in the landscape than some of the wooden structures.

When an emergency call must be made, there is no delay in getting the message through. The railway employee rushes to the little booth and has merely to unlock the door and open it. When he takes down the telephone he finds the operator all ready.

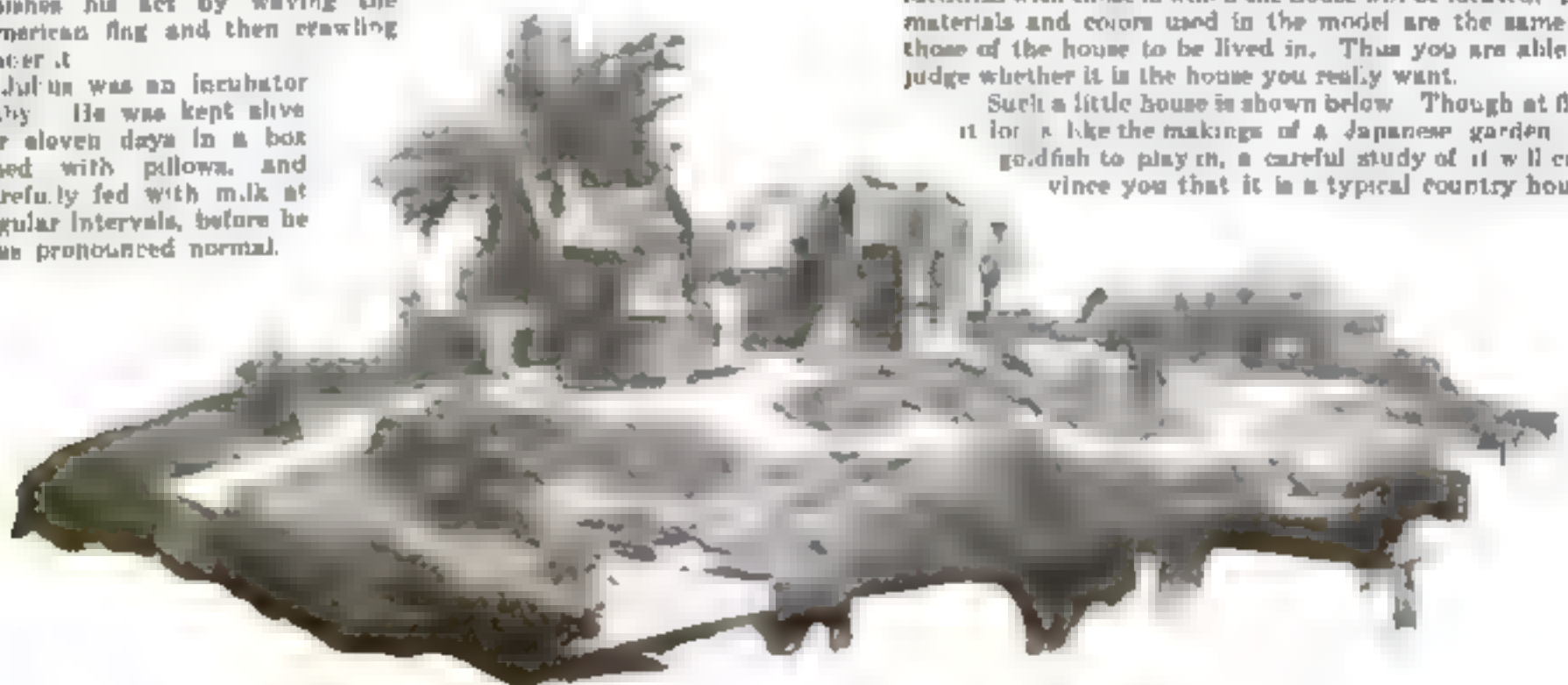


Tiny Model Houses Show What You'll Live In

BUILD your own home! You are always seeing plans like this one. Did you ever try it? Those who have know that a house seldom turns out the way it was expected to. The plans seem so different from the finished product.

For this reason, many architects now build a small model of the house planned and set it up in surroundings identical with those in which the house will be located. The materials and colors used in the model are the same as those of the house to be lived in. Thus you are able to judge whether it is the house you really want.

Such a little house is shown below. Though at first it looks like the makings of a Japanese garden for goldfish to play in, a careful study of it will convince you that it is a typical country house.





The Launching of an Automobile

WHEN an automobile is launched, it is assembled on trucks that are mounted on wheels that run in tracks on the floor. When the car is ready for launching, the motor is started and the trucks are wheeled backward until the rear wheels of the car strike an inclined path. Then the man at the wheel throws the gear into reverse and the wheels turn round, taking the car back ward until it rests on all fours.

It's a much simpler operation than launching a ship.

Use a Pulley to Hoist Your Flag

USUALLY a pulley line is hung from somebody's kitchen window to somebody else's, and on it is hung wet wash. But pulley lines are good for other things besides wash—flags, for instance.

The flag shown below rides up and down on a pulley line—half-yards they would say in the Navy. This is a great improvement on the usual flag rope, which has to be secured in place, sewing fashion, every time the flag is lowered or raised. By using a pulley, it is no trouble at all to lower the flag half-mast when some important public person is required.

As yet the flag is in its infancy, being small enough to fit a library table.



Barberry Chickens in a Canadian Garden

IMAGINE trimming yew, barberry, white-thorn, and golden holly trees so that they cleverly assume the shape of fowls and other objects! Thirty years' experience in the art has enabled the man whose hobby this has become to reach a high state of perfection in the work. In the gardens of Mr. W. J. Pendray, at Victoria, B. C., the visitor is entertained by a sight of such marvels of tree-trimming.

Tree-trimming is not a task for the amateur. It requires years of diligent and studious attention to the particular requirements of the trees. When a definite shape is the aim of the gardener, successive trimmings from time to time must be done with this ultimate form in view, and at last the leaves seem almost to grow to accommodate the trend of the gardener's conception.

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How They Clear the Rails in Berlin

AN ingenious arrangement for clearing ice, snow, and dirt from the rails of a street-car system consists of a metal rake, with a fan-shaped arrangement forming a steel frame. At its extremity are two strong spikes, each fitting into a groove of the track. Attached to a street-car the apparatus is shoved along the track, the spikes digging out any obstruction of dirt or ice.

Ordinarily, scores of men with picks and shovels are needed for this job.

This Poor Fish Has No Tail

POOOR fish! What constitutes a poor fish, anyway? Obviously the carp shown below is one, for he hasn't any tail at all. And the general belief is that he didn't lose it in a fight, but was born without it.

Think of the difficulties this fish must have encountered in learning to swim! A fish uses its tail both as a rudder and as a propeller. Without either the carp was decidedly handicapped and had to overwork his fins.

Perhaps this lack of a tail led to his being caught.



the Business of Manufacturing

the armoring of a cable, if you have concealing mistakes, turn on the X-ray

If you wonder whether there is a hidden corrosion in a gun-cylinder, if you suspect that gutta-percha has been adulterated if you have reason to believe that a workman is cleverly concealing his mistakes or his carelessness—turn on the X-ray

When a strut or spar of an airplane is completely covered with fabric, veneer, or plywood it is easy enough to fool the inspector. But you can't fool the X-ray. The detection of one such fault with the X-ray resulted in the rejection of dozens of completely finished main wing-planes in a British factory. In one fuel-tank the rivets were found to have heads on the outside only. Cracks in the airplane timber are sometimes cleverly hidden by gluing a shoring over the sand-papered surface. The eye overlooks them, but not the X-ray.

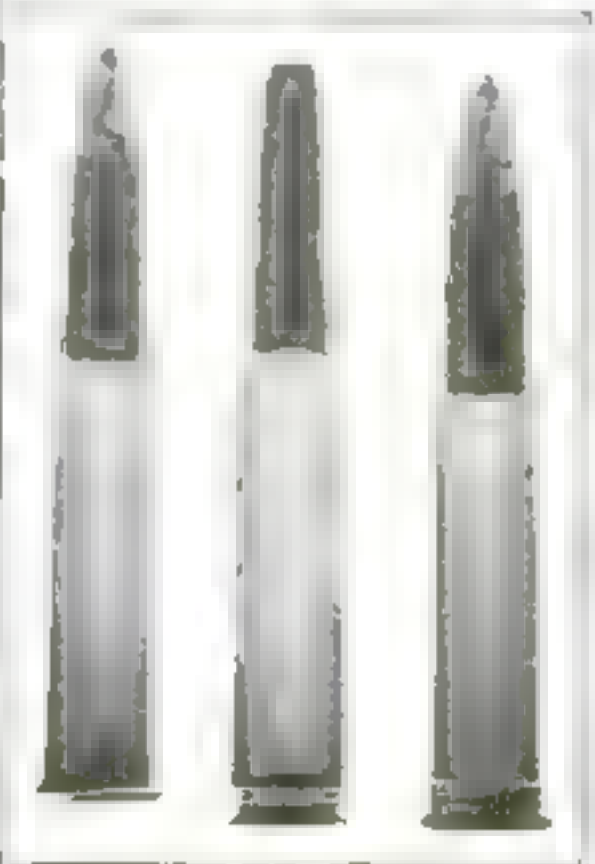
In every well conducted aircraft factory you will find a notice that reads: "A concealed mistake may cost a brave man his life." In spite of that, mistakes have been concealed. Now comes the X-ray to protect the flyer. Here we have an X-ray photograph of a fuel tank for an airplane. Its defective riveting and soldering stand out glaringly



Here they are assembling the X-ray apparatus that is to be used for inspecting airplane timber with the aid of fluorescent screens. The picture opposite shows how the fluorescent screen is used. The chief faults to be looked for are spiral grain, sapwood and inclusions, knots, resin, pockets, compression shapes, incipient decay, grub holes, and very light woods



The wooden skid of an airplane was cut off too short to fit into its socket. In order to make up the length, a piece of packing (here marked with an arrow) was introduced into the space below. The workman responsible thought he could "get away with it"; but the X-rays found him out



Major J. Hall-Edwards of the Royal Air Force photographed loaded rifle cartridges to show how the distribution of the lead would influence their flight. In the center is the old round-nosed bullet

Dramatizing Geography

As history unfolds itself on a forty-foot globe

AT a luncheon-table in San Francisco a dozen men—university graduates, most of them—talked about great-circle sailing.

"The great circle from Panama to Yokohama," said one of them, "passes west of San Francisco from one hundred and fifty to two hundred miles."

"You're wrong," retorted another. "The circle will pass east of San Francisco at least two hundred miles."

No one believed him. Even a small school globe did not convince them. And so the objector started to prove his point by means of a Mercator's projection. To his astonishment, no one seemed to know how charts are made and the real meaning of meridians and parallels.

The man who thus set out to prove his contention scientifically was

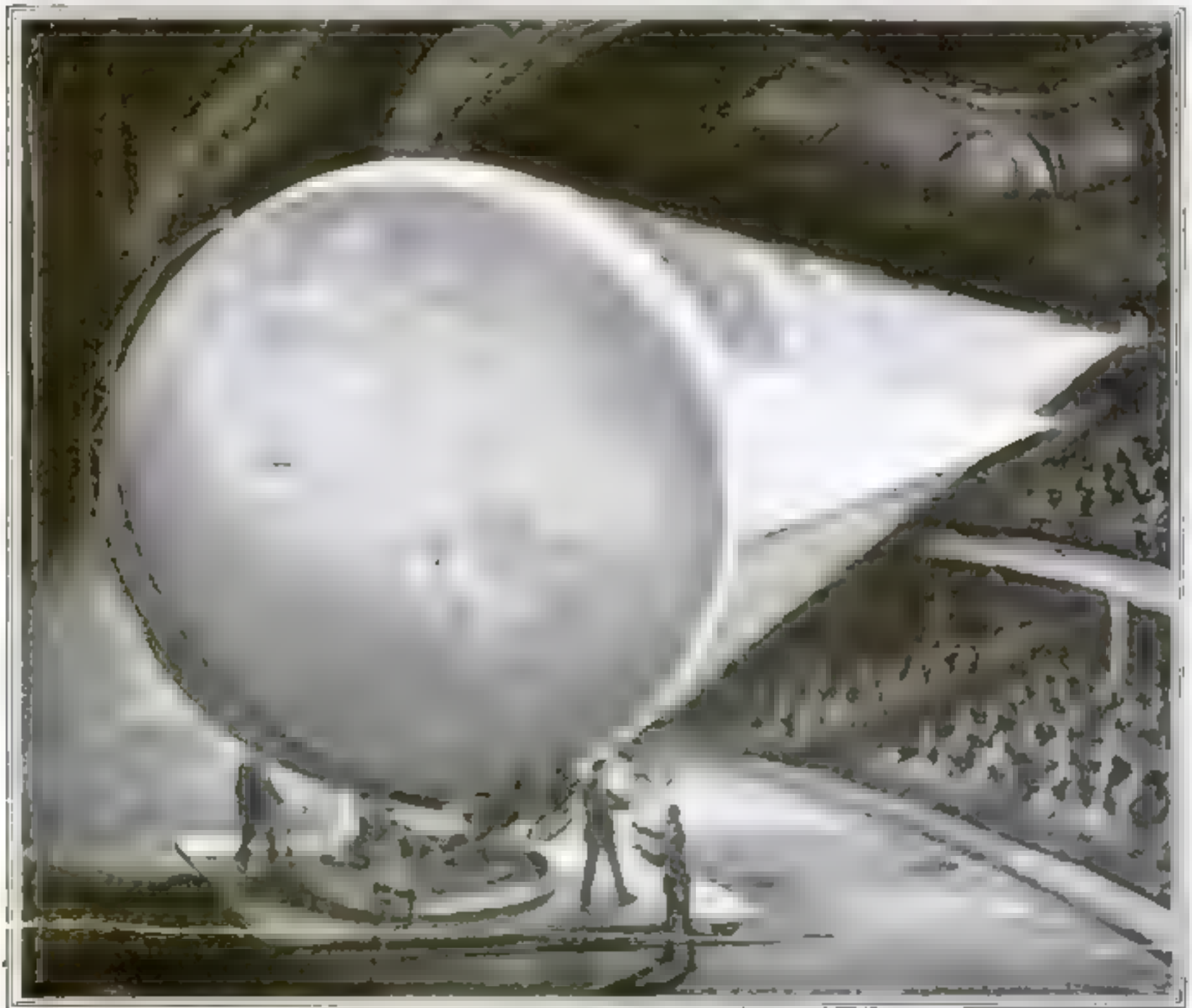
Marsden Manson, an engineer. As a result of this experience, he invented a system of breathing life into geography. Instead of learning it from dead maps and dull text-books, he would teach it as a living, changing subject, which indeed it has been in the last five years.

Mr. Manson makes a veritable motion picture of geography. It is produced in a kind of theater. Out in front is a stage. Presently the curtains part. A huge globe is revealed—a globe forty-two feet in diameter, or one one-millionth as big as the earth itself.

The globe becomes animated. All Europe seems to twist and writhe. You see it literally in the geographical throes of the terrible war. Germany pushes her boundaries into Russia and Belgium; Austria her own boundaries

into Rumania and Italy. Back and forth the boundaries shift. And then you see revolution tearing Russia apart. Look to the west. The armistice has been signed. You know it because Alsace and Lorraine suddenly attach themselves to France; parts of Austria become Italian.

Back of the auditorium is the housing of a motion-picture projector. The lamp projects on the globe a film which shows very realistically what men have been fighting for, even though it is but an animated map. Also the lecturer's assistants on the stage operate mechanism for rotating the globe, and for varying the inclination of the axis realistically—which, with the cooperation of the light-projecting operator, illustrates the changes of day and night and the seasons.



Animated geography teaches as no text-book can. You see a moving picture in which contour lines play exciting parts—some are villains, some heroes, some bullies, and others protectors of the weak.

How to Get the Lid Off an Egg-Crate Without Breaking It

YOU have heard a good deal of grumbling about the high cost of eggs, but has anyone told you about the high cost of egg-crate lids? At the present time they are worth five cents each, and therefore should not be ripped apart when the crate is opened.

Recently there has been invented a crate-opener that will pry the lid off a crate without breaking the lid at all. The implement consists of a handle with a broad, flat blade at the end that is as wide as an ordinary crate lid. A

rectangular frame is attached at one side of the blade, and the opposite side fits against the crate.

The frame acts as a fulcrum for the blade when you press down on the handle.

The invention enables one to remove the lid of crates without the damaging results that are usually obtained when one tries to pry off the boards with a hammer. The wood splits, spoiling the crate until new boards can be obtained.



He's prying the lid off a crate of eggs with a new crate opener that will not break the lid. It consists of flat blade and handle pivoted on a rectangular frame for support.



Inside the telescope a photographic plate is inserted and is exposed for several hours, while the telescope moves slowly to keep up with the stars. On one photograph taken by this telescope four hundred thousand stars were counted.

Taking the Stars' Pictures

MANY times when you were young you tried to count the stars; but at last you gave up trying. Yet those stars have been counted by astronomers, and are continually being recounted in order to find out whether any small ones have been overlooked. But the work is done on photographs of the sky that were taken at night.

Above you see the sixteen-inch double telescope located at Harvard University that is used especially for photographic work. A plate is inserted at the lower end of the telescope and is exposed for hours. All the while, the telescope moves slowly to follow the stars as they travel across the sky. On one photograph four hundred thousand stars were counted.

Owing to the large size of the plates, the first photographs taken were somewhat blurred at the edges. To overcome this the plates were sucked into a curved form by air pressure while in the holder. Thus all points were equidistant from the focal point of the telescope.

Over-Exposed Blueprints

WHEN blueprints have been too long exposed and would wash out too dark, the defect can be corrected to a great extent.

First, wash the prints in running water until all the blue liquid clears away. Then soak the prints in a solution made up of one teaspoonful of hydrogen-peroxide to each quart of water. The soaking should continue until the proper color appears. Then wash the prints again in clear water.

The process may be carried on while correctly exposed prints are in the same batch.

Is This Waist a Waste?

AT first glance you are apt to think that the lady in the picture shown here is wrapped up in the parlor curtains; but when you look more closely you notice the great beauty of the lace, and realize that it is out of the curtain class. As a matter of fact, it is a waist and it cost the sum of thirty-five hundred dollars.

It is made of old rose-point lace, and it came from Belgium. The lace had lain in the dark for so many years that it is now the color of old ivory. In its present waist form it is held together by ropes of tiny pearls and is draped over a lining of silver cloth.

You can buy lace like this by the yard—that is, if you can pay a thousand dollars a yard.

It is interesting to note that the regions where pictorial art first flourished—Italy and Flanders—were the ones in which lace-making was originally developed. In the seventeenth century, numerous places established lace schools where the peasant women learned the art.



The most expensive waist in captivity is shown here. It cost \$3,500. The lace used in the waist is very old and it was made in Belgium.

"The Man that Hath No Music in Himself."

He stands alone in a world of music



The music of the East is a most interesting study. It is a study in rhythm and melody, and it is a study in the use of the voice. The music of the East is a most interesting study. It is a study in rhythm and melody, and it is a study in the use of the voice.

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Music is a language. It is a language that is understood by all. It is a language that is understood by all. It is a language that is understood by all.



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Giving Big Ben a Bath

He ticks on top of England's House of Parliament

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Hires v. Hires, 1997, 5 F.3d 1004, 40 U.S.W.2d 1004, 11-12, 14-15, 17-18, 20-21, 23-24, 26-27, 29-30, 32-33, 35-36, 38-39, 41-42, 44-45, 47-48, 50-51, 53-54, 56-57, 59-60, 62-63, 65-66, 68-69, 71-72, 74-75, 77-78, 80-81, 83-84, 86-87, 89-90, 92-93, 95-96, 98-99, 101-102, 104-105, 107-108, 110-111, 113-114, 116-117, 119-120, 122-123, 125-126, 128-129, 131-132, 134-135, 137-138, 140-141, 143-144, 146-147, 149-150, 152-153, 155-156, 158-159, 161-162, 164-165, 167-168, 170-171, 173-174, 176-177, 179-180, 182-183, 185-186, 188-189, 191-192, 194-195, 197-198, 200-201, 203-204, 206-207, 209-210, 212-213, 215-216, 218-219, 221-222, 224-225, 227-228, 230-231, 233-234, 236-237, 239-240, 242-243, 245-246, 248-249, 251-252, 254-255, 257-258, 260-261, 263-264, 266-267, 269-270, 272-273, 275-276, 278-279, 281-282, 284-285, 287-288, 290-291, 293-294, 296-297, 299-300, 302-303, 305-306, 308-309, 311-312, 314-315, 317-318, 320-321, 323-324, 326-327, 329-330, 332-333, 335-336, 338-339, 341-342, 344-345, 347-348, 350-351, 353-354, 356-357, 359-360, 362-363, 365-366, 368-369, 371-372, 374-375, 377-378, 380-381, 383-384, 386-387, 389-390, 392-393, 395-396, 398-399, 401-402, 404-405, 407-408, 410-411, 413-414, 416-417, 419-420, 422-423, 425-426, 428-429, 431-432, 434-435, 437-438, 440-441, 443-444, 446-447, 449-450, 452-453, 455-456, 458-459, 461-462, 464-465, 467-468, 470-471, 473-474, 476-477, 479-480, 482-483, 485-486, 488-489, 491-492, 494-495, 497-498, 500-501, 503-504, 506-507, 509-510, 512-513, 515-516, 518-519, 521-522, 524-525, 527-528, 530-531, 533-534, 536-537, 539-540, 542-543, 545-546, 548-549, 551-552, 554-555, 557-558, 560-561, 563-564, 566-567, 569-570, 572-573, 575-576, 578-579, 581-582, 584-585, 587-588, 590-591, 593-594, 596-597, 599-600, 602-603, 605-606, 608-609, 611-612, 614-615, 617-618, 620-621, 623-624, 626-627, 629-630, 632-633, 635-636, 638-639, 641-642, 644-645, 647-648, 650-651, 653-654, 656-657, 659-660, 662-663, 665-666, 668-669, 671-672, 674-675, 677-678, 680-681, 683-684, 686-687, 689-690, 692-693, 695-696, 698-699, 701-702, 704-705, 707-708, 710-711, 713-714, 716-717, 719-720, 722-723, 725-726, 728-729, 731-732, 734-735, 737-738, 740-741, 743-744, 746-747, 749-750, 752-753, 755-756, 758-759, 761-762, 764-765, 767-768, 770-771, 773-774, 776-777, 779-780, 782-783, 785-786, 788-789, 791-792, 794-795, 797-798, 800-801, 803-804, 806-807, 809-810, 812-813, 815-816, 818-819, 821-822, 824-825, 827-828, 830-831, 833-834, 836-837, 839-840, 842-843, 845-846, 848-849, 851-852, 854-855, 857-858, 860-861, 863-864, 866-867, 869-870, 872-873, 875-876, 878-879, 881-882, 884-885, 887-888, 890-891, 893-894, 896-897, 899-900, 902-903, 905-906, 908-909, 911-912, 914-915, 917-918, 920-921, 923-924, 926-927, 929-930, 932-933, 935-936, 938-939, 941-942, 944-945, 947-948, 950-951, 953-954, 956-957, 959-960, 962-963, 965-966, 968-969, 971-972, 974-975, 977-978, 980-981, 983-984, 986-987, 989-990, 992-993, 995-996, 998-999, 1001-1002, 1004-1005, 1007-1008, 1010-1011, 1013-1014, 1016-1017, 1019-1020, 1022-1023, 1025-1026, 1028-1029, 1031-1032, 1034-1035, 1037-1038, 1040-1041, 1043-1044, 1046-1047, 1049-1050, 1052-1053, 1055-1056, 1058-1059, 1061-1062, 1064-1065, 1067-1068, 1070-1071, 1073-1074, 1076-1077, 1079-1080, 1082-1083, 1085-1086, 1088-1089, 1091-1092, 1094-1095, 1097-1098, 1100-1101, 1103-1104, 1106-1107, 1109-1110, 1112-1113, 1115-1116, 1118-1119, 1121-1122, 1124-1125, 1127-1128, 1130-1131, 1133-1134, 1136-1137, 1139-1140, 1142-1143, 1145-1146, 1148-1149, 1151-1152, 1154-1155, 1157-1158, 1160-1161, 1163-1164, 1166-1167, 1169-1170, 1172-1173, 1175-1176, 1178-1179, 1181-1182, 1184-1185, 1187-1188, 1190-1191, 1193-1194, 1196-1197, 1199-1200, 1202-1203, 1205-1206, 1208-1209, 1211-1212, 1214-1215, 1217-1218, 1220-1221, 1223-1224, 1226-1227, 1229-1230, 1232-1233, 1235-1236, 1238-1239, 1241-1242, 1244-1245, 1247-1248, 1250-1251, 1253-1254, 1256-1257, 1259-1260, 1262-1263, 1265-1266, 1268-1269, 1271-1272, 1274-1275, 1277-1278, 1280-1281, 1283-1284, 1286-1287, 1289-1290, 1292-1293, 1295-1296, 1298-1299, 1301-1302, 1304-1305, 1307-1308, 1310-131

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We are the only company in the world that can provide you with a complete solution for your business. We are the only company that can provide you with a complete solution for your business. We are the only company that can provide you with a complete solution for your business.

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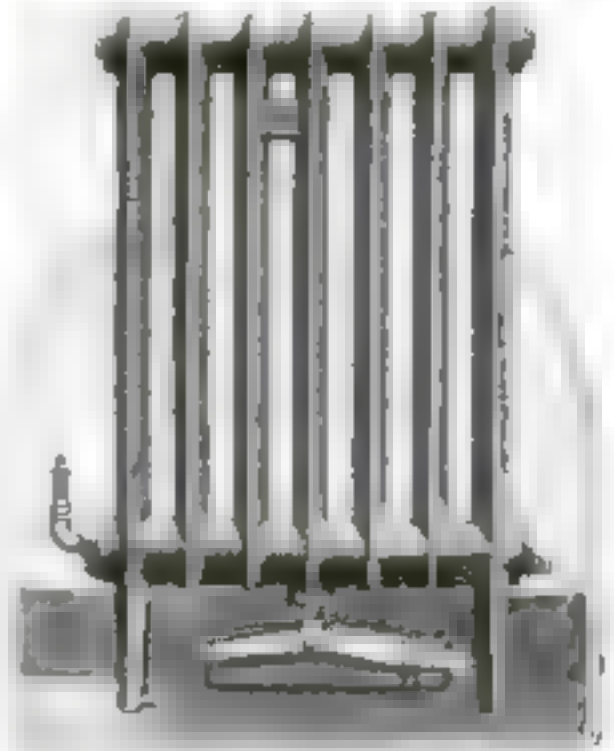
 One
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 the street below
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An Electric Steam Heater

IF you have ever lived in a suburb you surely have met the steam radiator operated by gas. You fill the radiator with water and turn on the gas below. The water soon boils and you have steam heat.

In France they are using an electric steam heater that is somewhat like the gas radiator. You fill the radiator with water, but instead of turning on the gas you press an electric button. The current passes through an electric heater located below the radiator; a resistance winding heats up when the current passes through, and this heat is transmitted to the water in the radiator.

Thus steam heat is obtained without the necessity of piping a house.



You fill this radiator with water, press an electric button, and have steam heat.



From Illustrating America

Fear not, the Capitol is not on fire—just plain dirty. The fire department is giving it a bath.

The Capitol Gets a Bath

THE Capitol building was particularly dirty this year, and needed a very thorough scrubbing. Some say it was due to the great amount of "mud-alinging" in Congress, but we believe that it was honest dirt caused by the unusually large amount of rain that fell during the year.

Indifferent to causes, the fire department brought out its most powerful hose and gave the Capitol a thorough bath. The firemen washed the roof, the walls, the pillars, the statues, the steps, and if the building had had ears they would undoubtedly have washed it behind the ears, too.

What Is Wood Alcohol?

NEWSPAPERS report, "Scores die from drinking wood alcohol." What is wood alcohol? Is it a relative of the alcohol contained in wine, beer, and distilled liquors? Both belong to the carbon-hydrogen compounds of similar molecular structure forming the alcohol group, but are radically unlike in derivation.

Drinkable alcohol is a product of the fermentation of vegetable substances containing sugar, starch, or dextrase; while wood alcohol is obtained by the destructive distillation of wood. Pure wood alcohol is a colorless, clear, and mobile liquid, highly inflammable, and of an unpleasant odor. In the pure state it can easily be distinguished from wine spirit by its odor, but when it forms a comparatively small part of a mixture containing flavoring matter, its odor is obliterated.

Diluted, it resembles in taste the cruder varieties of wine spirit, but even in small doses it is extremely poisonous, causing death or blindness. In the process of digestion wine spirit is split up into carbon dioxide and water, both harmless while wood alcohol is changed to formic acid, formaldehyde, and other poisonous substances.

Will She Take Home the America's Cup?

SHE looks like a fish out of water—a man-made fish, for she is the *Shamrock IV*, Sir Thomas Lipton's challenger for the America's Cup.

After lying housed for five years the yacht was recently put on the ways for an overhauling, and racing sharps got a look at her under-water build. The feature that chiefly attracted their attention was her unusual length of keel—thirty-five feet, or more than twice that of the *Resolute*, probably one of the defenders.

The average vertical thickness of the sixty tons of lead is about two feet, which means that she carries the center

of gravity very low, lower than her rivals, the *Resolute* and the *Vanitie*. And that means great sail-carrying capacity; so it is no surprise to learn that she is to have a spectacularly lofty rig. But the long keel means a large increase in wetted surface, and the experts say that, while she will be fast in fresh winds, she will be at a disadvantage in light breezes, when the amount of wetted surface is important.

"A dangerous contender in a blow," say the salts.



This strange looking object is the hull of the *Shamrock IV*, with which Sir Thomas Lipton hopes to capture the America's cup this summer.

Follow the Sound of the Horn to the Fire

HONK! A horn sounds from every other block down the street from above each fire-alarm box where it is fixed—a loud, continuous noise.

The Atlantic City Fire Department has attained a record for its great speed in response to an alarm, and credit is given to the new system. When an alarm is turned in, the horns above the boxes at every other street down the main thoroughfare begin blowing, and at the sound all traffic stops, clearing the way for the fire-engines.



Above the fire-box is a horn connected with the alarm, to warn people of the coming fire-truck



Birds eat most of the insects that would destroy the crops. For this reason farmers ought to construct houses for the birds



The houses should be of a size to accommodate the birds they are intended for, and when ready hung in trees

Build More Bird-Houses

IF the twittering birdies wake you at dawn don't growl at them. Rather, be thankful that they are wide awake and ready to do a full day's work. For the birds eat the insects that would otherwise destroy the crops that you expect to eat. We are told by a well known entomologist that if birds became extinct the world would be uninhabitable for man. Therefore build bird-houses and hang them up wherever food grows.

The floor surface of a bird-house for wrens and other small birds should be about four square inches, and the height ten inches. Bluebirds need a house slightly larger. Neither wrens nor bluebirds nest in the same place

twice, for which reason it would be wise, when building houses for them, to construct several compartments, so that the birds can move from one to another each season. The entrance hole for wrens should be one and one quarter inches in diameter.

Six by six by six are the dimensions for the home of the song sparrow and for the majority of birds, the entrance hole varying with the size of the bird.

Ninety-five per cent of all insects are eaten by birds. In the stomach of one swallow two thousand mosquitoes were found, and in their midst were several flies and cucumber-bugs. A closely watched red tanager was seen to eat thirty-five moths in one minute!

The Secret of the Praying Palm

NEAR Faridpur in Bengal is a date-palm which bows down as if to prostrate itself when the temple bells ring in the evening and which rears its head again in the morning. The tree must have been displaced by a storm; for it now grows at an inclination of about sixty degrees to the vertical.

Sir Jagadis Chunder Bose, director of the Bose Research Institute of Calcutta, is known all over the world for his remarkable studies of sensitivity not only of living plants but also of metals. Sir Jagadis has invented instruments of amazing delicacy. In a sense, he gave plants a pen and let them express themselves. Sir Jagadis provided the praying palm with one of

these recording instruments. He said to the palm as it were: "Here is a pen: tell me why you pray."

The owner of the tree objected to this proceeding. But Sir Jagadis removed his misgivings by telling him: "The instrument will be attached to the tree by one of my assistants, who is the son of a priest."

And what did the praying palm write? In the first place, all trees, all plants

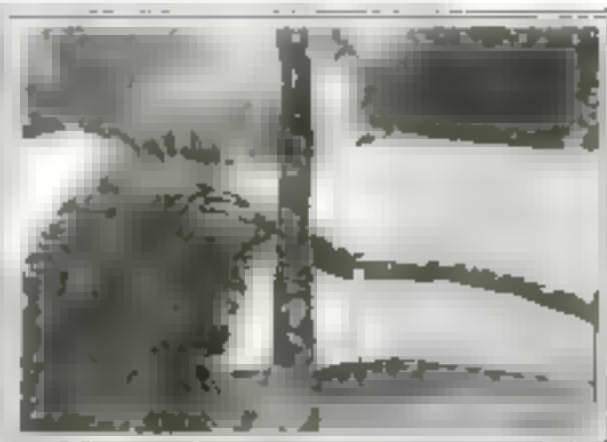
move. That Sir Jagadis proved long ago. Hence, the praying palm is not a miraculous tree. Its motion is more noticeable than that of other growing trees and plants because it is inclined to the vertical, so that the movement of trunk and leaves became easily noticeable by reference to the ground.

All plants are sensitive to light, but Sir Jagadis proved that light is not the cause of this "praying." What then?

The rise and fall in temperature during the day. The record of movement of the tree was found to follow the fluctuations of the temperature at different seasons with astonishing fidelity, a rise of a few degrees being followed by a fall of the trunk, and vice versa.



In the morning the praying palm with uplifted head greets the sun



But as the temple bells ring in the evening it bows down as if in prayer



Germany is now making sausage skins of silk; these young women are coating them.

Silk Stockings for Sausages

DO you eat the skin of German sausage? Don't do it; the Germans are making the skins out of silk now.

The silk is woven like a seamless stocking, and is then coated with what the Germans call a "subile mass" resembling what we call the "dope" applied to the linen of airplane wings. It gives the silk sausage stocking solidity as well as elasticity.

The meat is stuffed into the stocking and the resulting sausage is dried and smoked, after which the meat and the skin cling firmly together.

Above you see a room full of sausage skins hanging from the ceiling. They are being coated by the girls of the sausage factory.

He Enjoys Using This Riveting-Machine

"**A** HARD life!" That's what you say when you talk of riveters, rivet-heaters, and their helpers.

But is it so hard? Look at the man above. His job is heating rivets, and it is really no worse than toasting marshmallows. In fact, he seems to enjoy using his new electric heating-machine.

A transformer is mounted on the rear part of the machine. Two heavy copper bars connect it with two heavy air-cooled electrode blocks of cast copper located in the front part of the stand. Under these two blocks, which can be raised or lowered separately by individual foot-levers, is another copper block that holds the rivets in a vertical position and forms the other electrode.

In operating the heater, two rivets are placed in the vertical holes in the lower electrode. Then the upper electrodes are permitted to drop into contact with the heads of the rivets. The tap switch mounted on the rear legs of the stand is closed, and the current, passing from one electrode to the other, heats the rivets between them to any degree desired.

The amount of current is regulated by a rheostat connected with the switch.



With one of these heaters one man may bring five hundred rivets to white heat in a single hour.

The Sword of Pershing

WHEN the people of Missouri decided to present General Pershing with a memorial, they made it a sword of gold, studded with jewels.

The saber is of the finest steel, but the hilt and scabbard are of eighteen-carat green gold. Rubies, diamonds, and sapphires are set in hilt and scabbard. The green gold of the scabbard is designed to resemble laurel wreaths, outside of which the General's military record is inscribed. Pershing's four stars, denoting his rank of general, are wrought in platinum and encrusted with blue and white diamonds.

Military experts say that this sword is the most exquisite design ever produced in an American shop, if not in the world.



Pershing's sword, given to him in honor of his work in the Great War, is made of gold and studded with jewels.

They Will Be the Biggest Guns Afloat

THE largest guns afloat will soon be the boast of the United States Navy. There are now building 190 such sea monsters, 16-inch guns, each with a muzzle energy of 115,000 foot-tons. They fire projectiles weighing 2,100 pounds, so that the 190, if shot off at once, would hurl nearly 200 tons of metal at the enemy. And to do it they would burn 125,000 pounds of powder in about one twentieth of a second.

The power of this terrible discharge represents energy enough to lift a battleship to the height of the Washington Monument. It is said that these guns are not only of greater power than the 14-inch, but last longer.



The Mammoth was designed by the eight passengers instead of a load of



There are more than a thousand diamonds in this crown and cross

The "Ad" of a Thousand Diamonds

MORE diamonds and silk shirts are being bought today than ever before in history. And most of them are adorning the ten-dollar-a-day workman. The result of this great demand has been a two hundred per cent increase in the price of diamonds in the last few years. Yet still the workman clamors for more.

A prosperous New York jeweler hung up in his window a cross fourteen inches high and a crown seven inches across the base made up entirely of diamonds! More than a thousand diamonds were used, their aggregate weight being five hundred and ninety-five carats. The two pieces were valued at four hundred and fifty thousand dollars. The crown contains two hundred and one carats, and the cross is made up of three hundred and ninety-four

Class Distinction in the Air

BUY your ticket, first or second class, take a seat in the electrically lighted and heated fuselage, and your travels through the clouds will demonstrate the progress of aviation in the past ten years. Class distinctions have gone flying, that is, they have taken to the air, now that an airplane has been built with accommodations for first and second class passengers.

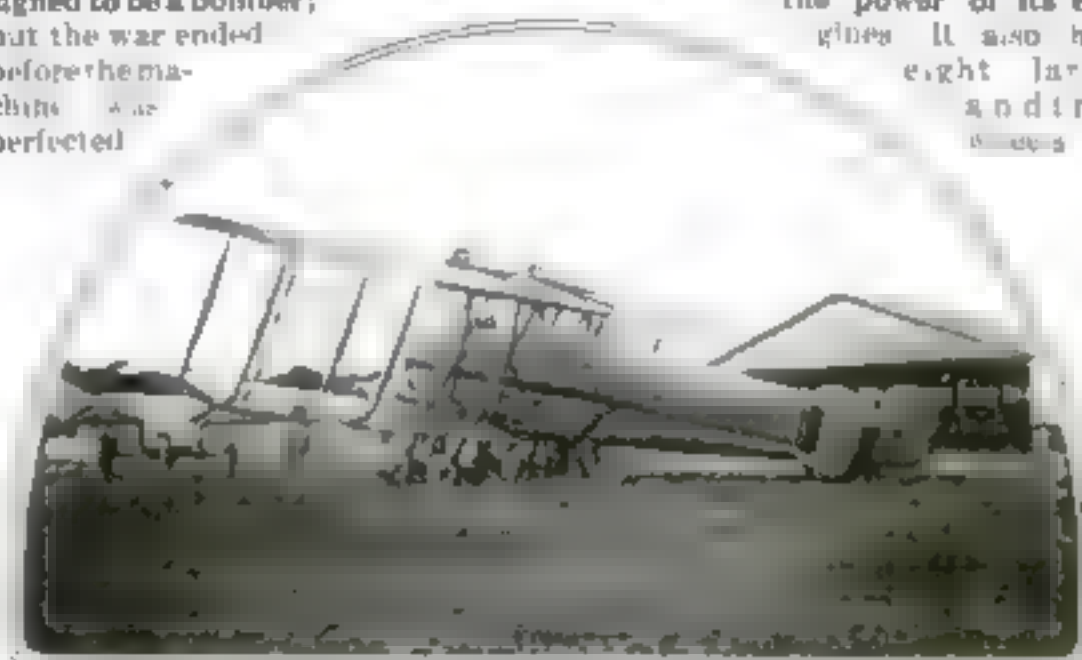
Bleriot, the audacious aviator who first flew across the English Channel in a monoplane, designed this latest of flying giants. The fuselage, or body, has two decks, an upper and a lower. Twelve first-class passengers view the scenery through the twelve windows in the side of the upper deck, while sixteen second-class passengers occupy the lower deck and have six windows at their disposal.

The new type *Mammoth* was designed to be a bomber; but the war ended before the machine was perfected.

A change in design made it adaptable for commercial use, and now it carries passengers instead of bombs.

A front view shows the enormous size of the airplane compared with the two small biplanes under its great wings, which have a spread of ninety feet. The top plane is straight, while the lower plane slopes up from the center toward the tips to produce what is called a "dihedral" angle the purpose of which is to give stability in flight. Four Hispano-Suiza engines, of 300 horsepower each, are mounted in separate power "eggs" driving separate tractor air-screws. In the center is the fuselage, the pilot's seat being in front on top.

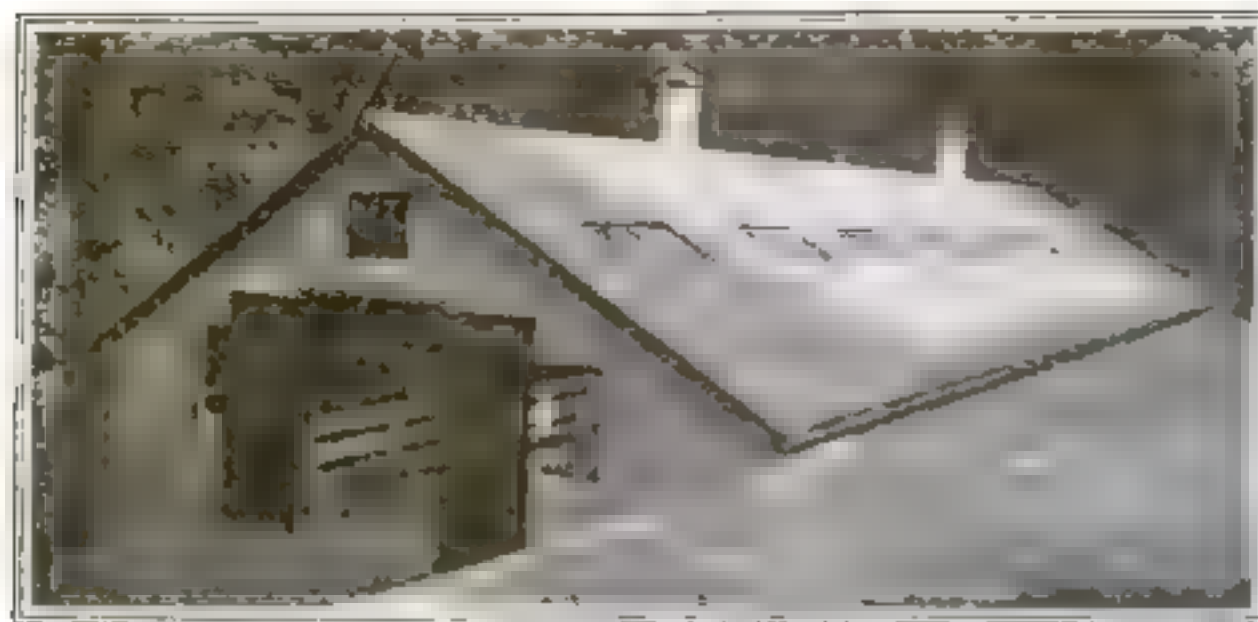
This great mechanical bird can fly seven continuous hours at eighty miles an hour. It has little to fear from forced landings, since it can stay in the air under the power of its engines. It also has eight large landing wheels.



Showing the windows in the side of the fuselage, the upper row being used by the first class passengers, the lower row by the second class passengers



English as a bomber. The war ended before it was perfected, and so it was rearranged to carry twenty-bombs. Its great size may be realized by a comparison with the two small biplanes under the wings.



Many families would be glad to live in a hog barn like this. It has concrete floors, stove heat, electricity, and windows all along the roof to let the sunshine in.

What a Home for Pigs!

TO be sure, pigs aren't particular about the kind of house they live in as long as they get plenty of swill to eat. But successful pig-owners are the ones that make sure their pigs have plenty of light, fresh air, and a clean place to sleep in.

One pig-raiser built his pig-pen on the side of a steep slope, and, to insure his pigs plenty of sunshine, put eight windows in the sunny side of his slanting roof. The building is sixty feet long and twenty-two feet wide. The walls and floor are made of concrete and the roof is covered with the best grade of roofing paper. The hog-barn is lighted by electricity and a stove heats it in very cold weather. There are two fresh-air ventilators in the roof.

Alas! It is to be feared that the pigs don't appreciate their beautiful home.

Speeding Up the Water-Wheel

AS for water-wheels, maximum power from minimum water—that is their goal. Will straight blades help them attain it? James Charles, of Richmond, Ind., says no; and so he has invented a water-wheel with curved blades. These blades are all fastened to a large central hub, and the direction of the blades alternates: one curves to the left and the next to the right. The blades are joined at the ends, and they thus assume snakelike formation.

When water hits the wheel, it must travel through this winding course before it gets out; and thus its force is felt for a longer time than if the straight-bladed water-wheel were used. Mr. Charles has made actual tests of this power by turning a hose on a miniature water-wheel having straight blades and later hosing a curved-bladed wheel of the same size. He says that he got far more action from the curved one.



Two miniature water wheels. The one on the left has straight blades, that on the right has curved ones that are fastened to a hub. Which gives more power?

Music as She Is Played on Electric Anvils

GRAND opera in the high school. The enterprising students in the Lafayette School of Oakland delighted an audience at a school entertainment by rendering the "Anvil Chorus" to a full chord accompaniment, making use of a clever electrical arrangement. The anvils were full-sized reproductions of the blacksmith's equipment, camouflaging a set of inlaid pipes. Not only was it necessary to produce harmonious sounds when the anvils were struck, but realistic sparks must be thrown into the air.

A stage cable, outfitted to plug in on the circuit, was used in connection with carbon lamps as voltage-reducers, furnishing an abundance of sparks. The player in the center has to learn the pitch and position of the seven tones of the scale, and likewise memorize and carry his part in the celebrated chorus from "Il Trovatore."



The High School "Anvil Chorus." The hammers make contact, and electric sparks fly, vividly imitating the sight as well as the sound of the smithy's art.

The inventor of the curved-bladed water wheel turned a hose on it and later holed the straight-bladed wheel, the curved one turned out more power.

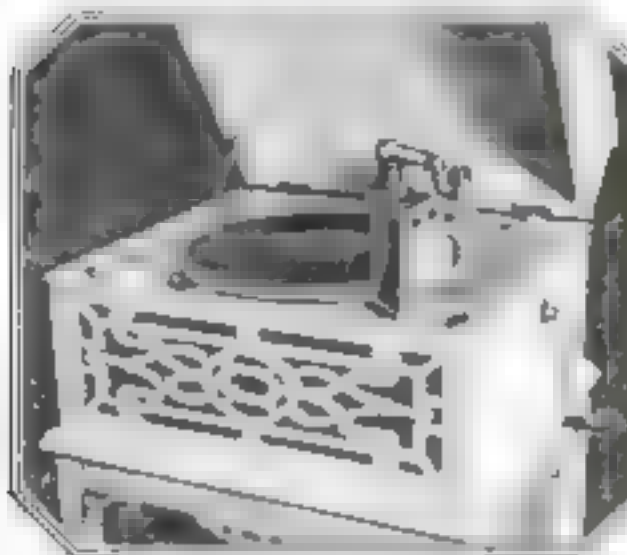


Awake to the Sound of Sweet Music

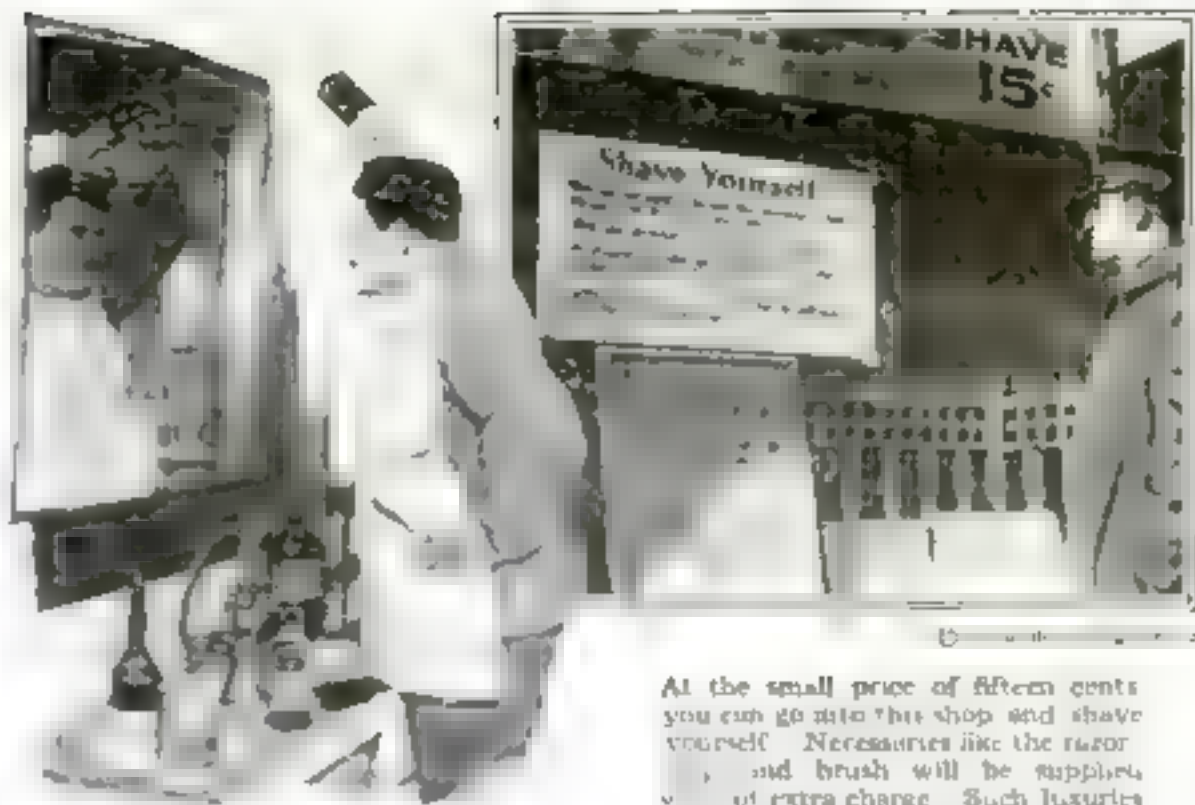
"OH, how I hate to get up in the morning!"—wouldn't you rather hear that sympathetic tune than the alarm clock each morn? Or perhaps you prefer a hymn or a waltz? If you own a phonograph and a clock like the one shown, waking to the sound of music becomes possible.

You choose your record the night before, put the needle in place, wind up the machine, and switch on the lever. But before it has gone as far as the music you clamp down on top of the record a metal arm that extends out from the back of the clock. This arm is worked by a button on the face of the clock.

Here's where the clock plays an important part. You set the alarm, just as you would in any other alarm-clock. But, instead of sounding an alarm at the given time, the clock lifts the metal arm from the record, the record turns, and you are awakened by your favorite musical selection.



Set the alarm clock, clamp a metal arm down on the record and when it's time for the alarm to go off, you will hear sweet music.



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The sign tells the tale. You wait on yourself and tip no one.

At the small price of fifteen cents you can go into this shop and shave yourself. Necessaries like the razor and brush will be supplied at extra charge. Such luxuries as hair tonic and powder may be had at a reasonable price. Don't be alarmed at the policeman's presence—he is simply curious about the innovation.

The "Help Yourself" Barber Shop

"SHAVE, 15 cents."

In big black letters this sign appears on the window of a barber shop.

You walk in, pleased with the reduced rates, and there you see several men lined up in front of mirrors, and discover that they are shaving themselves. There isn't a barber in sight!

When a barber shaves you, he does it with pomp and ceremony, which is all very well if you have plenty of time. Then, when he has put on the finishing touches, he charges you thirty-five cents, and you generally tip him a dime besides.

Compare the time and money spent

in the "shave yourself" and the "get shaved" barber shops. When you shave yourself, you tip yourself and do the whole job rapidly. The soap, brush, and razor are carefully sterilized before they are handed to you. If you need a hair tonic you may have as much as you want for an additional fifteen cents. Other luxuries, such as powder or cold cream, may be had at a very small extra charge.

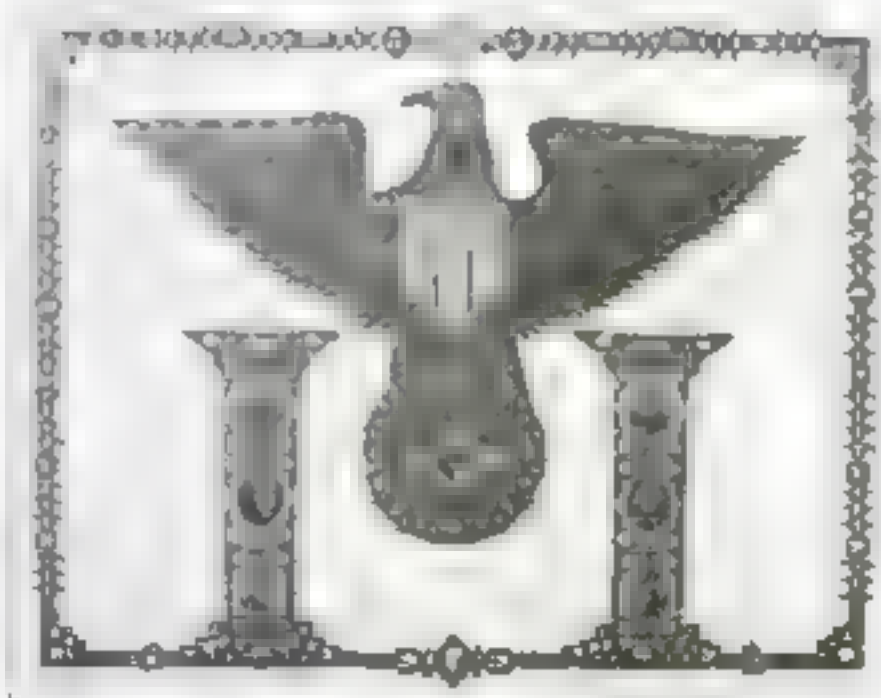
Razor-makers spend thousands of dollars in advertising. Would it not be a good idea for them to establish cheap "shave yourself" barber shops in which their razors would be used exclusively?

Thirty Thousand Dollars Went into This Eagle

GREENBACKS or yellowbacks that were accidentally torn in the money room of a bank have been put into decorative use by A. J. Bame, of New York city, in the making of a mosaic 22½ by 28½ inches. The original would have an intrinsic value of \$30,000 if it were made from good bills.

More than two thousand pieces are contained in the design, and Mr. Bame put into the task all of his spare time extending over a period of ten months.

Each piece of the mosaic had to be ironed out and cut with small scissors. Many of the pieces were so small that they had to be held by a



A mosaic design pieced together from cut-out bits of paper money accidentally torn in the money room of a bank.

pair of tweezers in order to cut them.

The very lifelike eye of the eagle was made from the figure 2 with the bottom cut off, while the beak was from the yellow back of a twenty-dollar bill.

The little designs found on five-dollar bills were used for the feathers in the eagle's head, and the neck feathers came out of two-dollar bills.

The red and blue stripes in the shield were obtained from the colored seals on the bills, while the white stripes and the stars were simply a background of white paper, the stars having been cut out with a par-knife.



© International Film

The largest Bible in the world is being written by the people of England to help the crusade. Each verse is written by a different person.

In Great Britain Everybody is Rewriting the Bible

TWELVE thousand English men and women are rewriting the Bible. Not that they don't approve of it in its present form: they are simply getting ready for the religious drive of 1920, to be known as the Bible Crusade of England.

This Bible will be the largest one in the world—more than five feet high and three feet broad. Each contributor has been assigned a set of verses that he or she will write and sign. The King and Queen are going to do their share of the work.

The book contains one hundred and seventy-five sheets of stout paper boards on which the verses will be pasted. It is sewn with twine and bound in rich Levant morocco leather. Twelve extra large goatskins were needed for the binding.

When the Bible is completed it will go on a tour of exhibition in England, Canada, and Australia, and also in the United States.

One Hundred Tons in a Lump of Steel

"IT weighs a ton." We used to say this when we wished to denote great weight. But a ton is a mere trifle today.

Look at the steel ingot in the picture to the right. It weighs one hundred tons, and the three workmen who are guiding it are quite indifferent about it.

The ingot was poured at Creusot, France, from three forty-ton furnaces, all working at the same time, to insure uniformity throughout. It was slightly conical in shape, and thus was easily lifted from the form. The crane that carried it off grasped it near the middle, so that it wouldn't be apt to slip through.

Efficiency in Sealing Envelopes

LONG ago you remember sticking the backs of envelopes because it was unsanitary. Now you buy a sponge, wet it, and use it in place of your tongue. Perhaps you find the sponge hard to manipulate. If so, you will be interested in the new envelope-moistener recently invented by John B. Mullally of Seattle, Washington.

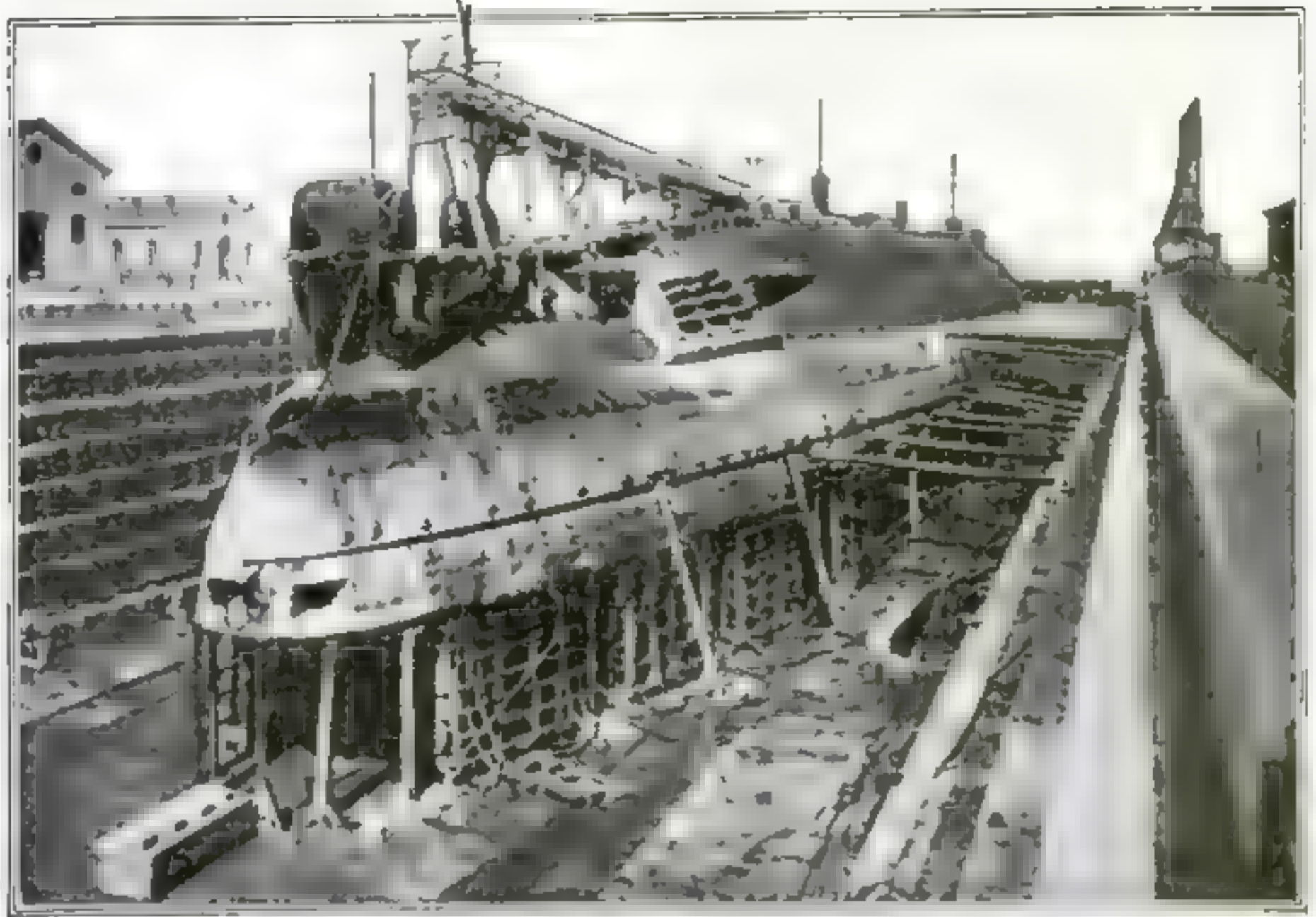
A small sponge fits in a metal coil that is attached to a metal band. On the band there are two rings that you slip on your first and third fingers. You wet the sponge before you put it in place. As it hangs over the side of your hand, you need only move your hand back and forward on the envelope flap in order to moisten the paste. For further directions, see the picture.



A sponge for wetting envelope flaps fits in a coil that is attached to a band which you wear on your finger.



This huge steel ingot weighs one hundred tons. It was poured from three furnaces all working together to insure uniformity throughout.



After three years of stupendous effort the *Leonardo da Vinci*, an Italian war-ship that had foundered as a result of an internal explosion, was towed to its dry-dock upside down.

Upside Down to the Dry-Dock

WHEN a huge vessel, such as a war-ship, is brought to the dry-dock upside down, one can imagine the magnitude of the calamity that caused the wreck. On August 2-3, 1916, when the Italian war-ship, the *Leonardo da Vinci*, was resting at anchor in the channel of the Mar Piccolo, a fire broke out in the munition stores in the stern. Immediately there occurred a gigantic explosion, tearing two great holes in the vessel and causing it to founder. More than two hundred seamen were killed, and twenty-one officers were among the missing. Subsequent inquiry attributed the cause of the disaster to two Italian workmen employed in the arsenal, and the men were consequently shot as traitors.

The holes in the war-ship torn by the explosion were about thirty-two feet in length and sixteen feet wide, and were open mouths into which the turmoil of swirling water poured, the rushing currents causing the vessel to capsize. The turrets and upper works rested finally in the soft mud on the bottom of the channel. The keel and part of the bow remained above the water, the depth being about thirty-six feet.

What would be the quickest way to get rid of the obstruction? At first the ship was regarded as lost. But, being in sheltered water not far from the arsenal, the officers in charge began to consider proposals as to how the wreck might be salvaged. One suggestion was to build a dike around the ship or to roll it over on the bottom until it assumed an upright position. The task of salvaging the war-ship was given to General Ferrati. He suggested that, instead of trying to turn the ship over, it could be floated in its unfortunate position, and upon this plan the work was started.

Divers found that in "turning turtle" the ship had nearly severed the firing turrets. These were removed, and some of the cannon were raised from the mounts. Then the explosion holes were plugged. After this extensive preparatory work, pumps removed the water from within the hull. The water was brought down to twenty-six feet in almost the entire ship, and the munitions in the central and foremost stores were saved. Then a successful attempt to save the coal was made.

The portholes and other openings had been plugged when the large rents

torn by the explosion were closed, and with the removal of the water came the next step—floating the vessel. Compressed air was pumped into the hull, making it a huge caisson in which workmen could continue their work.

After twelve months of stupendous effort the weight of the vessel, after the removal of its exterior detachable parts and its munitions and coal, was reduced from 24,000 tons to 14,000 tons. Then eight cylindrical barrel-like tanks were employed to lift the ship from the bottom and make it ready to be towed to the dry-dock.

Four tanks, each weighing four hundred tons, were attached to the bow, and four were attached to the stern to give the necessary stability to the ship while being lifted. The bastion of the second turret was removed with great difficulty during the lifting of the stern of the war-ship. When the decks, upside down, were cleared, the work of actually floating the ship in its curious position was completed, and the towing to dry-dock began. It was at the beginning of September, 1919, more than three years after the disaster, that the ship was finally towed upside down to its dry-dock.

To the Bottom of the Sea in an Automobile



THE diver is perfectly at home when he hits the bottom of the sea, but on the way down he is as helpless in the water as a fish is out of it. Besides, some of his connecting tubes are apt to become twisted and put out of order. But a recent invention makes it possible for a diver to travel down comfortably in an armored car. The car is lowered from the deck of a scow by means of a powerful crane.

This new diving car is made of heavy riveted steel plates, and rests on four wheels—those in the rear the drive wheels, being provided with treads. Inside there is a motor for propelling the car, tanks filled with oxygen,

air acetylene under pressure, an apparatus for regenerating vitiated air, tools, benches, and cots for the divers to rest on. Each diver wears a light, airtight suit and a heavy copper helmet. He carries on his back two steel bottles, one containing compressed air and the other oxygen under high pressure. Tubes connect the bottles with his helmet and thus supply him with air for breathing under water. The air he exhales passes into a tank on his back and is regenerated by chemicals. Telephone wires are the only connection he has with the world above.

On top of the car is a powerful searchlight to guide the diver while he works.

Turn the Crank and Clean Your Gloves

MAKING ice-cream? You naturally ask this when you look at the picture below. He merely is using a new glove-cleaning machine, and he is the inventor, James West, of Jamaica Plain, Mass.



As he turns the handle a perforated blade within the container whirls round and stirs up gloves and gasoline; after three minutes the gloves will be clean.

As he turns the handle a blade within the cleaner whirls around. This blade has long, narrow perforations through which the cleaning fluid is forced rapidly. The blade revolves on a central shaft and extends the full width of the container.

You first drop your dirty gloves in the cleaning fluid—gasoline will do—and fasten down the lid. Then you turn the handle for three or four minutes, and when you take out your gloves they will be spotless.



If you want to ask the pilot questions when you travel by airplane from London to Paris, write him a note.

He Knows How to Play with Fire

ALMOST anyone will tell you that gasoline explodes when ignited—anyone but Cincinnati, Ohio. He correctly maintains that it is only the gasoline vapor that explodes when mixed with the right amount of air; gasoline itself simply burns like oil. As long as you don't let the gasoline mix freely with air for any length of time it will remain quite harmless.

To demonstrate this, Mr. Stubbers pours gasoline from one can to another, and touches a lighted match to the stream as it flows. It bursts into flames, but it does not explode. Then again he will light a match, take the lid off a full can of gasoline, and sink the match into it. It will actually sputter and go out as if the gasoline were water. You see, no vapor had a chance to accumulate. Another one of Mr. Stubbers' pet tricks is to set a can of gasoline on fire, and then blow into the spout of the can. The gasoline will flame up like a torch.

On the other hand, he will pour ten drops of gasoline into a can and let it stand for an hour or so. Then he will approach it with a match at the end of a ten-foot pole. Bang! The vapor explodes.

Mr. Stubbers is a gasoline expert and knows how to handle the stuff.

that gasoline explodes Joseph Stubbers, of

Right Side as long as the gasoline fumes do not mix with the air



He touches a lighted match to the stream! It does not explode, because the vapor had no time to accumulate—gasoline burns like oil.

Slipping a Note to the Pilot

"HOME, James!" says the man in the limousine, holding a speaking-tube close to his mouth. James, the driver, hears and obeys. But this means of communication won't work in a passenger airplane. The pilot has his ears covered to keep out the cold wind; besides, the noise of the motor would drown speech.

In the airplanes that make daily trips between Paris and London, the pilot and passengers communicate with each other by passing notes through an opening in the side wall of the cabin.

"How fast are we going?" writes a nervous passenger. A few minutes later the hand of the pilot comes through the opening with a reassuring note.

High Cost of War

THE cost of war has gone up even more rapidly than the cost of living. To win independence cost us \$18.88 per capita; the War of 1812 took only \$14.64 from the pocket of each citizen; the scrap with Mexico cost a mere \$4.48 per capita; the Civil War raised it to \$81.55 per capita, while the World War, though the United States was in it a shorter time than its participation in previous wars, cost us \$286 per capita.

The cost of war for the United States rose from \$76,000,000 for the Revolution to \$18,000,000,000 for the World War.

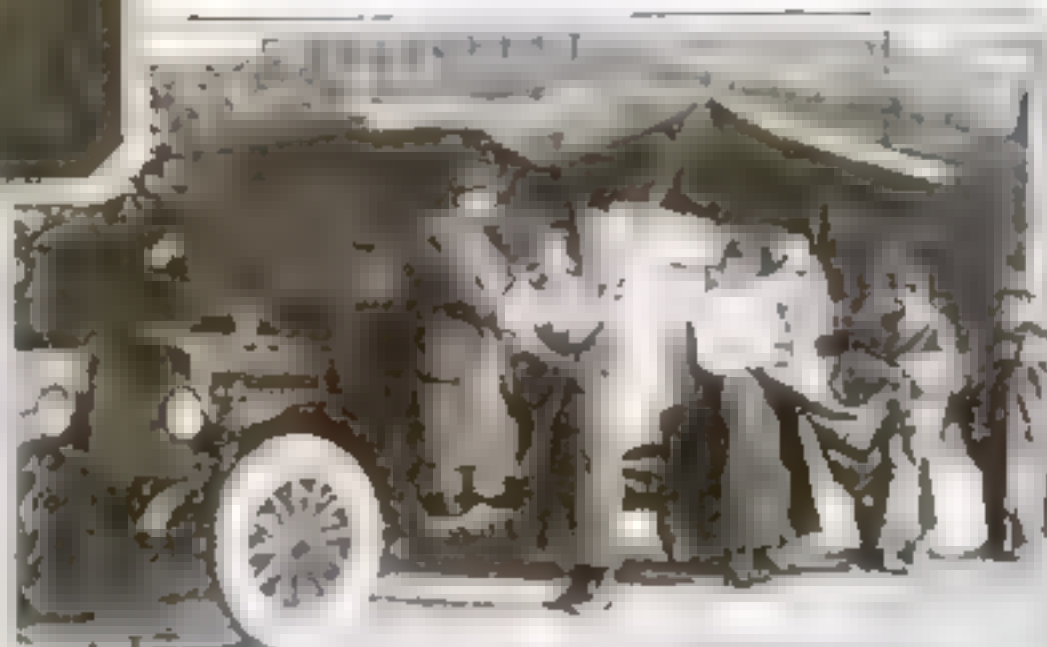
Newest Automotive Ideas:

The 1920 automobile new accessories that



Driving at night would be made safer if the motorist would wear this new electric light on the back of his signaling band

Taking mother on vacation and selling blankets along the way was one automobile owner's idea. He found it profitable and beneficial



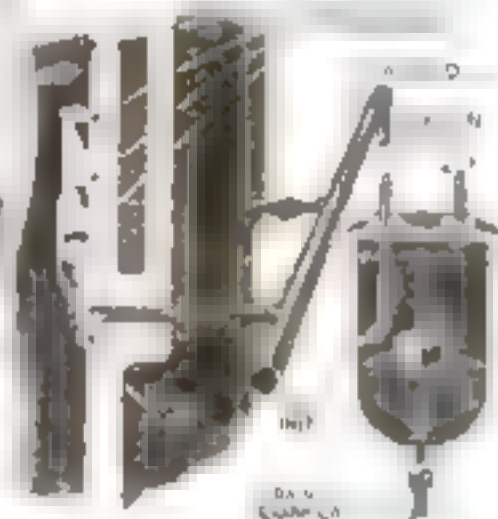
Tube flanging was formerly a difficult job. Now the special jaws shown here hold the tube while a turn of the screw at the jaws quickly does the flanging



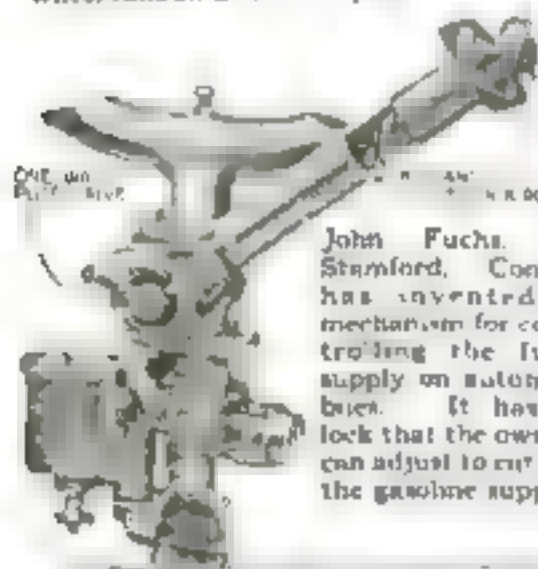
This tractor wheel is really a self-laying track. The wheel rolls on a series of pads



A spider like device having three outspread wheels over which the tire is mounted permits the operator to rotate the unfinished tire under the grinding wheel and to tone down its tread



For keeping the engine lubricant in its place this invention embodies a specially designed piston and a separating chamber which purifies the oil before it is returned to the crank case bottom



John Fuchs, of Stamford, Conn. has invented a mechanism for controlling the fuel supply on automobiles. It has a lock that the owner can adjust to cut off the gasoline supply



This small motor-driven cultivator, controlled from the handles, tills corners inaccessible to horse-drawn implements



Pneumatic tires on a motor truck are not new but a farm truck so equipped is not only new but practical and economical. Its owner doubled his running time and reduced running expenses

from Signals to Tractors

shows exhibited many
will promote economy

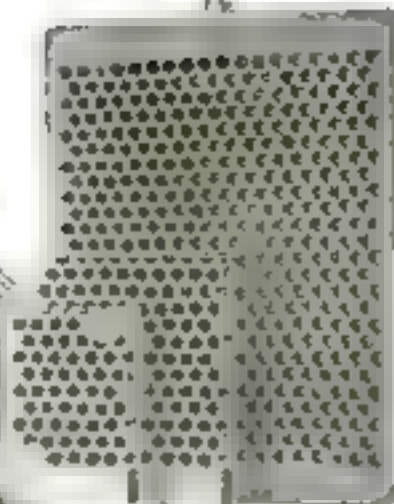
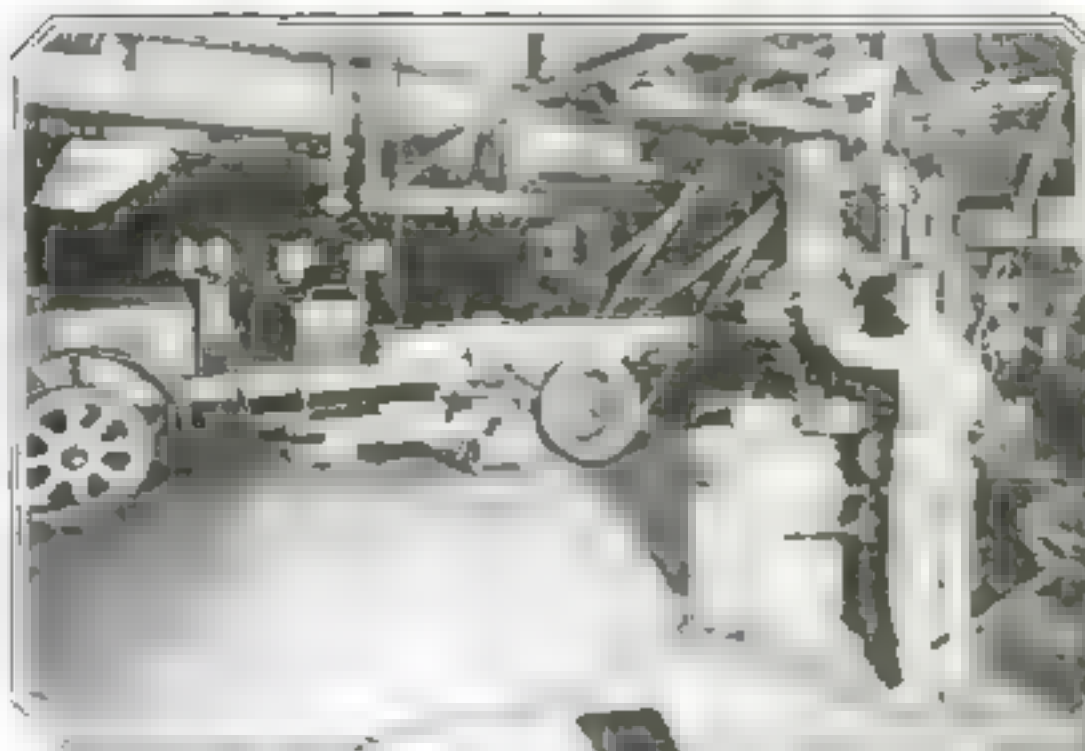
Power was short. The situation was acute. Necessity required invention, and by using the trucks themselves the problem was solved

OIL GROOVES

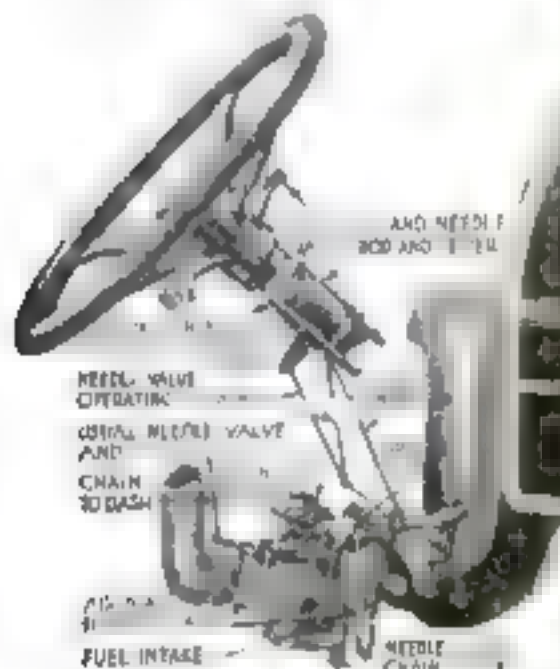


SHAPED
WEDGE
RING
PISTON
RING

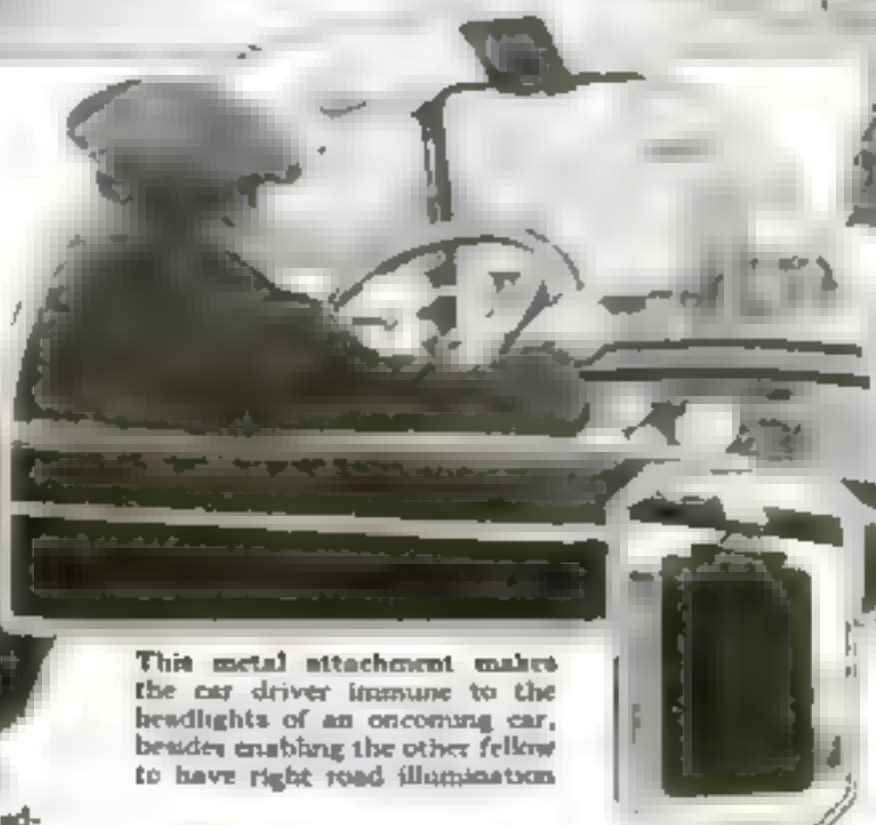
This piston ring prevents leakage by a triangular-shaped wedge ring interposed between the two main parts of the ring



Here is a one-piece honey-comb radiator. No soldered joints enter into its construction, which is effected by electro deposition



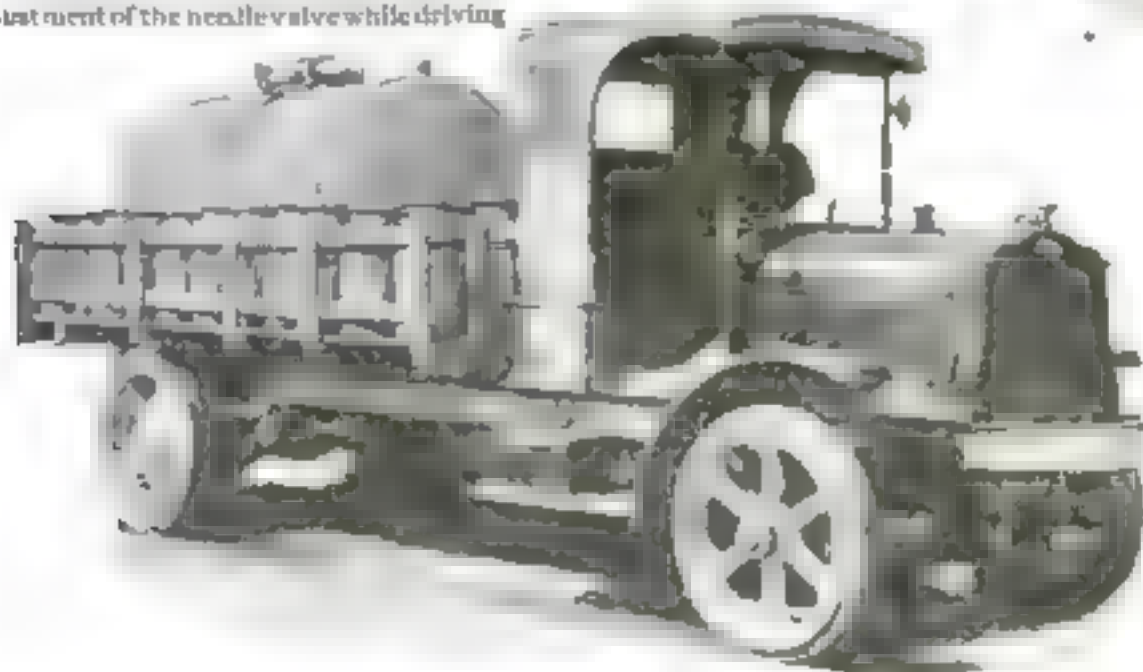
A carburetor attachment that allows adjustment of the needle valve while driving



This metal attachment makes the car driver immune to the headlights of an oncoming car, besides enabling the other fellow to have right road illumination



Springs break in even the best automobiles, and usually the newly fitted spring is stiffer than the others. A block of wood clamped under the old spring in the manner shown brings the car back to an even keel



For hauling milk a specially built glass-lined steel tank of 900-gallon capacity on a five-ton truck chassis has been built. In principle it is simply a giant vacuum bottle and keeps the milk cool even in the hottest weather



He enjoys all the comforts of the enclosed car. The idea embodies a cab built around the driving compartment

Off with His Head!

BEHOLD the 'Executioner'! She is shown here all ready to behead a chicken—not with an ax, but with a small-sized guillotine invented by Mr. Frank S. Rice, of Dallas, Tex. The chicken's head is fitted into a groove. Press down quickly on a handle at the top of the device, and down comes a sharp blade and off comes

the chicken's head. Then the handle springs back to its original position.

Mr. Rice considers his invention especially adaptable for use by women, who he says are not usually skilled in chicken killing.

The guillotine method seems to us more accurate and humane than the ax method.

A miniature guillotine has been invented for killing chickens. All you do is press on a handle, and a sharp blade beheads the fowl.

Machining a Monster Propeller

THE United States ship *Leviathan* is the biggest ship afloat at the present time, and its screw propellers are of correspondingly monstrous dimensions. Casting and finishing so gigantic an object is no child's play and requires machinery equally gigantic in size.

The accompanying picture shows the extension boring and turning machine in the Philadelphia shops of a prominent ship and engine building firm. On the table ready for the process of machining, is one of the *Leviathan's* monster propellers.

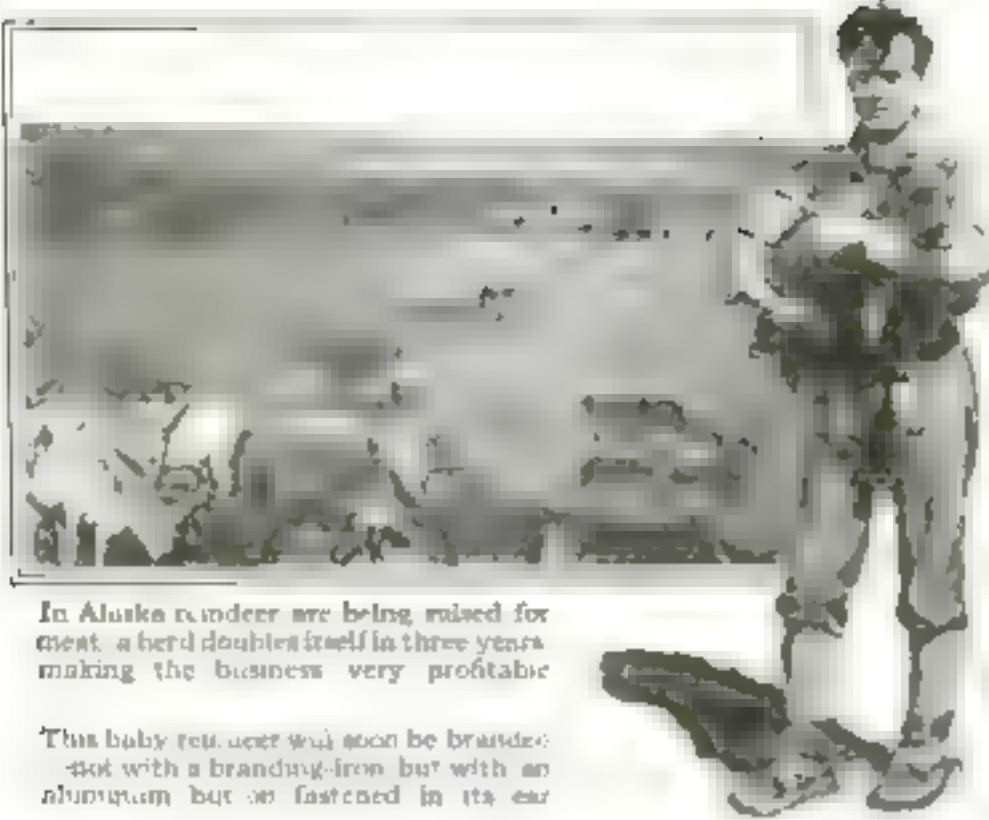
The "table" on which the propeller is fastened is far from being an ordinary table. It has a

diameter of 16½ feet and a weight of 41,000 pounds. It turns on a spindle 26 inches in diameter and will carry a weight of 800,000 pounds.

The tool-bearing arm of this monster machine weighs 85,000 pounds and has a maximum swing of 33 feet 4 inches and a maximal height under the tool-holders of 15 feet 2 inches.

The boring bars have a down feed of 84 inches.

Separate motors control the sliding motions of the different parts of the machine. The main drive is accomplished by means of a 50-horsepower motor.



In Alaska reindeer are being raised for meat; a herd doubles itself in three years, making the business very profitable.

This baby reindeer will soon be branded—not with a branding-iron, but with an aluminum button fastened in its ear.

We'll Soon Be Eating Reindeer

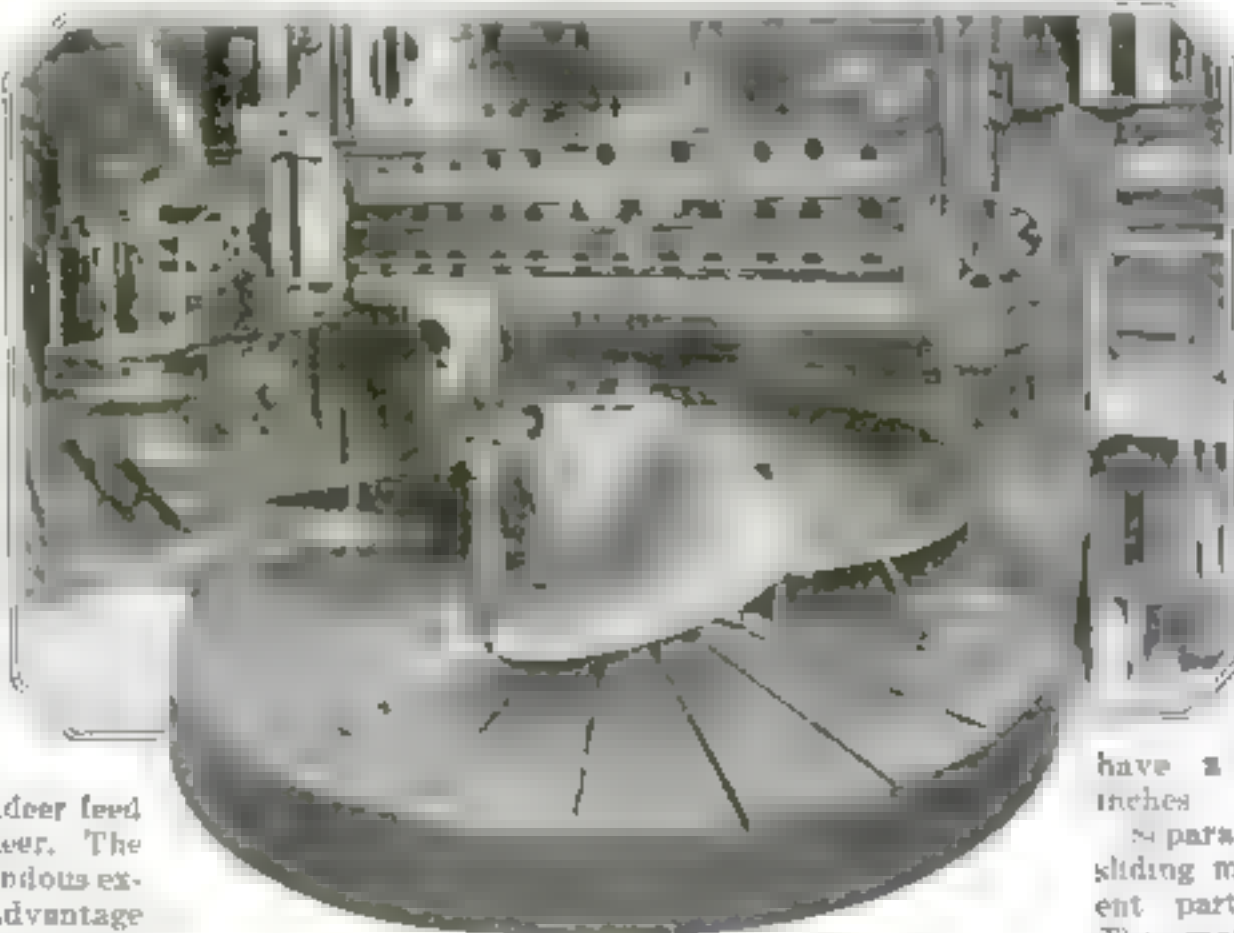
ALARGE shipment of frozen reindeer recently arrived at Seattle from Alaska. The United States began raising reindeer in Alaska twenty-five years ago. As they increased they were given over to the natives under the supervision of the Bureau of Education. From a few hundred head imported from Siberia, there are now about 200,000 reindeer in the northern territory, valued at \$6,000,000. They double every three years, though many of them are slaughtered for home consumption.

Reindeer cannot be branded like cattle, because their hair is very thick and is shed every year. When the reindeer calf is a few weeks old, an aluminum button about the size of a ten-cent piece, bearing the mark of the owner, is fastened into its ear, and every deer-owner has his mark or number on the tag. White men have recently gone into the business of raising reindeer in Alaska. They will improve the stock, and if possible breed off the horns. At present the large horns of the reindeer take much of the animal's vitality.

The horns are used for making knife handles, but the production of meat is more essential at present.

Canada is also going into the reindeer business. The great territory lying north of the agricultural belt is to be made a vast reindeer pasturage. White moss is the principal food of the reindeer.

It is estimated that Alaska and northern Canada together have a grazing area of reindeer feed for 40,000,000 reindeer. The country is of tremendous extent, and has the advantage of being a natural refrigerator for at least seven months out of the year.



Compare the size of the men on the farther side of the turntable with the size of the propeller to get a clear idea of the enormous size of the machine described above.

Here Is a Perfect Woman



This is Miss Rosalind Smith, of Los Angeles, famed because of her perfect figure. She sleeps nine hours daily and doesn't eat candy, cake, or pastry.

VENUS de Milo has a rival, Miss Rosalind Smith of Los Angeles. In fact, Miss Smith outclasses Miss Venus in being able to exhibit two perfect arms.

Here are the measurements of the Los Angeles entrant in the perfect figure contest that is always going on weight, 121 pounds; height, 63.5 inches; arm reach, 64-8 inches; breadth of shoulders, 14.7 inches; depth of chest, 7.5 inches; girth of neck, 12.3 inches; girth of waist, 25 inches; girth of thigh, 21.7 inches; girth of right calf, 13.1 inches.

Miss Smith says that her perfect figure is due to nine hours sleep each night out-of-doors, deep breathing, light exercise, and the foregoing of candy, cake, and pastry. Women's magazines, please copy.

The Truck that Does Its Own Log-Loading

ONE man can hoist a load of logs upon a truck with the greatest ease if he possesses a log-loading device like the one recently invented by Reginald Foster, of Hot Springs, Ark.

The loader is a mass of chains, gears, pinions, joints, shafts, a clutch, a brake, and a drum.

Power from the motor is imparted through the transmission to a drum, which thereupon revolves. A cable attached to the drum has at its other end the chains that are looped around the logs. When the drum revolves, the cable winds around it, and the logs come up the inclined plane on to the platform of the truck. The clutch is then disengaged and the chains are released and sent down the incline for more logs.

If, on the way up the incline, the logs should turn and refuse to roll properly, the clutch and brake could be applied, and the logs straightened and started on their way again.

The engine of the truck turns a drum, winds a cable and puts the logs up.



C. International Film Service

The heads on the roof of a Kamerun citizen represent, not victims, but wives and children. He adds a new head for every new member of his family, there's also a big one for himself.



The traveling butcher shop is the latest plan for fighting the high cost of living; the butcher pays no rent.

Pork Chops for Sale!

"STRAWBERRIES!" "Umbrellas to mend!" Added to these street cries you may soon hear, "Pork chops for sale!" One butcher found it cheaper to buy a large truck than to pay the high rent asked for his store and now he peddles his meat.

He turned the front part of his truck into an icebox and the rear part into a counter. Every morning he motors to market, getting back in time to start over his route at nine o'clock. In the course of a day he covers a distance of about six miles. Not only does he escape high rent, but he needs no delivery boy. And his customers are saved the trouble of going after their meat.

He Wears His Family History on the Roof

"HOW many wives have you?"

If you asked a native of Kamerun this question, he would simply point proudly to the roof of his house. There you would see two or three heads impaled—not real ones, we hasten to explain.

Every time he acquires a new wife or child, he puts up a head—a large one for a wife and a small one for a child. At the end of the line-up there is a specially large head to represent himself.

How simple is the task of the husband-hunting girl in Kamerun. When she sees a man she likes, she follows him home and gives his roof a hasty but comprehensive inspection. If there are too many wifely heads already there, she wastes no more time on him.

An Early Bureau of Standards



If you don't like a wrist-watch, try a belt-watch; it is just as convenient and the women don't wear them—yet

Now the Belt-Watch

THERE'S no denying the fact that wrist-watches are handy, but there are still many men who fight shy of wearing them, because women also wear them. Such men will be glad to hear of the belt-watch, for men only.

A loop is attached to the back of your watch and you run your belt through the loop, holding the watch upside down when you do it. When you wish to see the time, simply raise your watch up from the bottom.

But doesn't this unnatural upside-down position affect the works of the watch? "No," says one enthusiastic belt-watch wearer; "my watch gained an hour a day when I wore it on my wrist, and now it keeps excellent time."

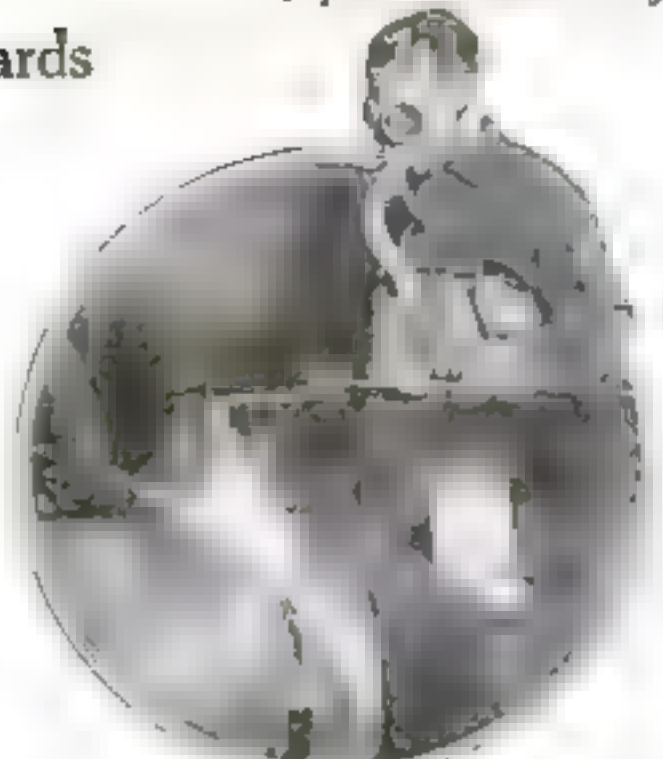
The swinging of the arms seems to upset a watch more than constantly standing on its head does.

LIKE us, our ancestors bought and ate oats, peas, beans, and barley. And they were just as anxious to get full measure for their money as we are. But they did not have a government bureau to set accurate standards of weight and quantity. What did they do? They went down to the market-places and measured out the grain in great stone measures like those below. Everybody used these measures, and thus they became a "bureau of standards" for the village.

The stone measures in our picture are located in the town of Gruyère, Switzerland, and they are supposed to be the sole survivors of their kind in Europe today.



Centuries ago our ancestors used stone measures like these for measuring out their grain



The deadly fumes that rise as the oxyacetylene torch burns its way into brass do not affect this welder at all

Masks for Welders

DEADLY fumes from an oxy-acetylene torch, as it burns its way into brass and melts it, no longer hold terrors for J. A. Hendricks, an expert welder in a Seattle shipbuilding plant. Formerly he used from twelve to fourteen hours for a job that now requires only from six to eight hours.

Hendricks now wears a gas-mask like those used in the war. Without the mask he was forced to recuperate for two days after doing a day's welding.

Hendricks is considered the most skilled welder on the Pacific Coast. To him falls the delicate task of welding the brass tail-shafts on big steel steamships. This operation must be one hundred per cent perfect. Other welding jobs may pass with slight flaws, but not so with the tail-shaft jobs.

Taking Your Good Road Along with You

UNLIKE an automobile, an airplane requires but a small portion of ground smooth enough to run upon, while a seaplane requires only a strip of clear water. Now comes an American invention reviving an idea utilized by the Germans during the war, the invention of a landing gear that enables a flying-boat to come safely and gracefully down upon solid ground.

The new Sperry seaplane is equipped with a collapsible landing gear. This new arrangement was designed to permit it to alight

both on sea and on land, and is an innovation of much importance in the development of the manufacture of seaplanes.

When one of these flying-boats finds itself high and dry over the land, and must come down for fuel or repairs, or for any other reason, the pilot does not fear crushing his boat on the hard ground. He merely pulls a lever lowering the landing gear, the wheels dropping down beneath the boat.

Then the machine runs along the ground to a graceful stop, like a true amphibian of its kind.



On water or on land, equipped with suitable landing gear of boat or wheels, the Sperry seaplane glides safely down

Electrical Slaves of Whistle and Lamp

How an Australian mystified English newspaper men

IN a hall near Tottenham Court Road, London, Captain Alan Roberts, an Australian, succeeded in bewildering half a dozen London newspaper men who ought to have known more about elementary electricity than they did. As it was, there was nothing to restrain them from cabling to America the news that Captain Roberts has invented an unheard-of piece of mechanism that performs miracles.

Captain Roberts blew a police whistle. A miniature motor-car containing two lay figures stopped and turned in response to the blast. Then Captain Roberts played a ray of light upon the motor-car. The mustache of one of the lay figures twitched in a very lifelike way. At the same time chimes were rung by an instrument in the corner. A newspaper representative amused himself by blowing a whistle at the correct pitch and causing two lamps with electric batteries to flash.

Radio amateurs who read the POPULAR SCIENCE MONTHLY will hardly be mystified by these proceedings. They have seen Christian Berger's engaging electric dog, which leaped out of a little kennel when they clapped their hands. They know that a loud sound may so jar a telephone transmitter that it will cause a wave of electric current to flow through the electromagnet, or in some case a relay, and cause the electromagnet or the relay to act. If the jar is great enough to cause the electromagnet

When Captain Alan Roberts blew a police whistle this miniature motor car, in which two lay figures were seated, ran about stopped, and turned, controlled merely by sound.



Captain Roberts completely mystified the newspaper men when he made a set of Westminster chimes ring by turning a beam of light upon them. But anyone familiar with selenium (an element which varies in electrical conductivity with the amount of light that falls upon it) knows how it was done.

When Captain Alan Roberts blew a police whistle this miniature motor car, in which two lay figures were seated, ran about stopped, and turned, controlled merely by sound.

A newspaper man who has seen a dog follow a beam of light knows how it was done. Everyone knows that selenium varies in electrical resistance with the amount of light that falls upon it. Captain Roberts used an electrical dog propelled by electric mechanism in which selenium was included. When he turned on a pocket flash lamp, the dog would follow the light as unerringly and as instinctively as if it were alive.

Captain Roberts, of course, uses selenium in the same way to produce the effects that made his spectators gasp in astonishment.

It Squeaks But Doesn't Scratch

ENGLAND is considering the use of a new pen that is made of steel, quill, or reed, and is cut down to a broad, soft nib. No separate pen is needed. The child inks the nib and writes with it.

The pen moves as smoothly over the page as a paint-brush. As the child's writing improves the nib is gradually cut down until it becomes a point. It may be cut to any angle.

A small metal spring on the under surface of the nib retains much of the ink gathered at the first plunge into the ink-well, and thus a second dipping is not needed for quite a while.

Why didn't we learn with this kind of pen?

Fred is using a reed pen that is cut down to a broad flat writing end, not a point.



Breaking Records at the United States Mints

DURING last year the mints of the United States established a new record for speed by turning out 838,911,195 coins for this and foreign governments. This was over 240,000,000 more coins than were minted in the year 1918.

In American money the number of coins was 738,642,000, and their value was \$20,777,000. Included in this coinage were 3,679,000 half dollars, 15,104,000 quarters, 54,529,000 dimes, 76,395,000 five-cent pieces, and 588,935,000 one-cent pieces.

The coinage for foreign countries included 9,440,000 pieces for the Philippines; 10,000,000 pieces for Siam; 3,000,000 pieces for Salvador; 850,000 for Nicaragua; 3,200,000 for Venezuela; and 20,750,000 for Peru.

Were the Good Old Days as More work, longer hours—not many people

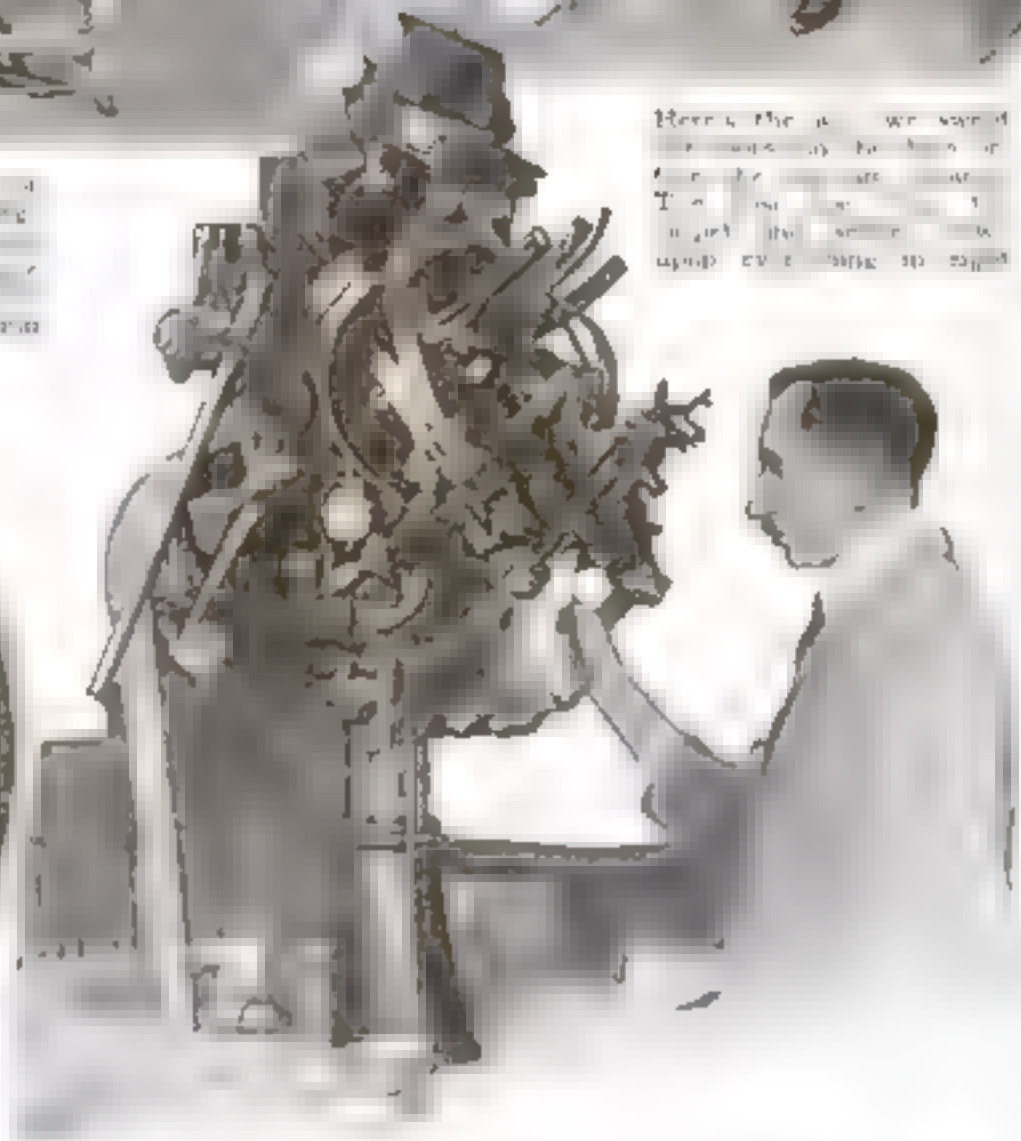


More work, longer hours—not many people
The woman in the photograph is a
typical example of the old-time
housewife. She is a woman of
many parts. She is a mother,
a housewife, a worker, and a
saver. She is a woman of many
parts.

Here, the woman is working
in a factory. She is a woman
of many parts. She is a mother,
a housewife, a worker, and a
saver. She is a woman of many
parts.



The shoemaker in his dirty, untidy
shop called it a day when he had turned
out one pair of shoes. His work was
tedious, yet it required skill. He
is here sewing the sole to the uppers



Shoes are now made by machinery one set of machines
turning out six hundred pairs a day. This is the machine
that does the pulling and nailing of the soles. The man
who works the machine earns his job in a very short time
and earns as much in a day as the old-time cobbler

Good as They Are Painted? would really want to go back to them

Am

The of today
He
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But the vacuum cleaner swallows all the dust it raises out of the carpet, the dust is digested in a large bag from which it can be emptied at leisure. Dust caps and dungaree aprons are unknown in the house of the vacuum cleaner. Its owner can always be dressed up



Two by two, the tailor used to cut out your suits. He did it with a pair of long shears. If his hand was steady, your suit fitted well around the neck, but you never could be sure that he wouldn't stay out late the night before he cut into yours.



Modern milking is done by machinery. The cows are lined up and held in place by metal bars that fit alongside of their necks. The attendant then attaches the milking machines and the milk is drawn into the pails. They are completely covered and no dust or dirt can get at the milk.



The old-time farm hand smoked as he milked. Both milk and ashes fell into the pail as well as several inquisitive flies. Perhaps the flies were extracted before you got the milk, but they left their germs behind them.

Standardized Bodies for Motor-Trucks

THE problems that have held back the more general development of side-dump bodies for motor-trucks in the past included so mounting the body that the contents could be discharged far enough to the side to clear the rear wheels, a low height to permit hand shoveling from the ground; a positive control of the body at the moment of dumping and returning; and the absence of easily damaged mechanism.

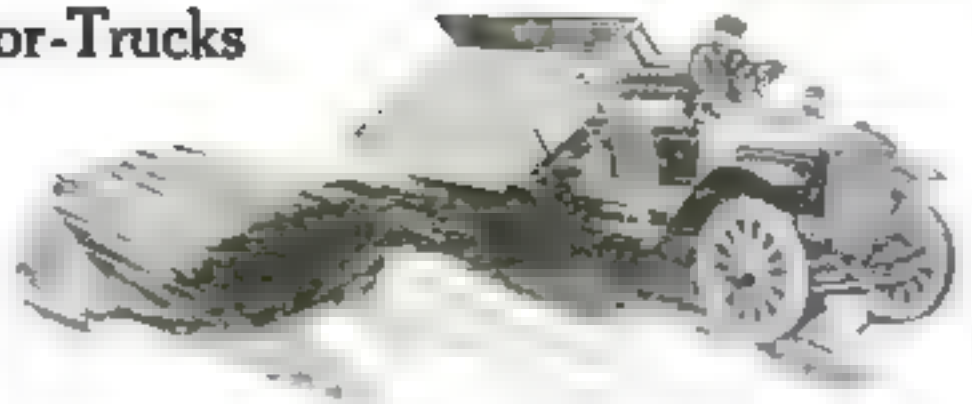
These problems have been solved in a new line of standardized bodies, one type of which is shown herewith. They are offered in all sizes, from one yard cubical capacity to five yards, and can be used to carry all kinds of bulk material, such as sand, stone, or cement, or even lumber. Each body of the line is made of steel, is low enough to permit loading by hand from the ground, and may be operated either by a hand-crank or by power from the truck engine.

In operation, the body is first carried sideways and slightly elevated on the side opposite the dump until the center of gravity of the load comes at about the point where the body tips. Then the slotted elevating cam comes into action, and the body tips to an angle of forty-five degrees, which is sufficient to dump nearly all bulk materials and lumber.

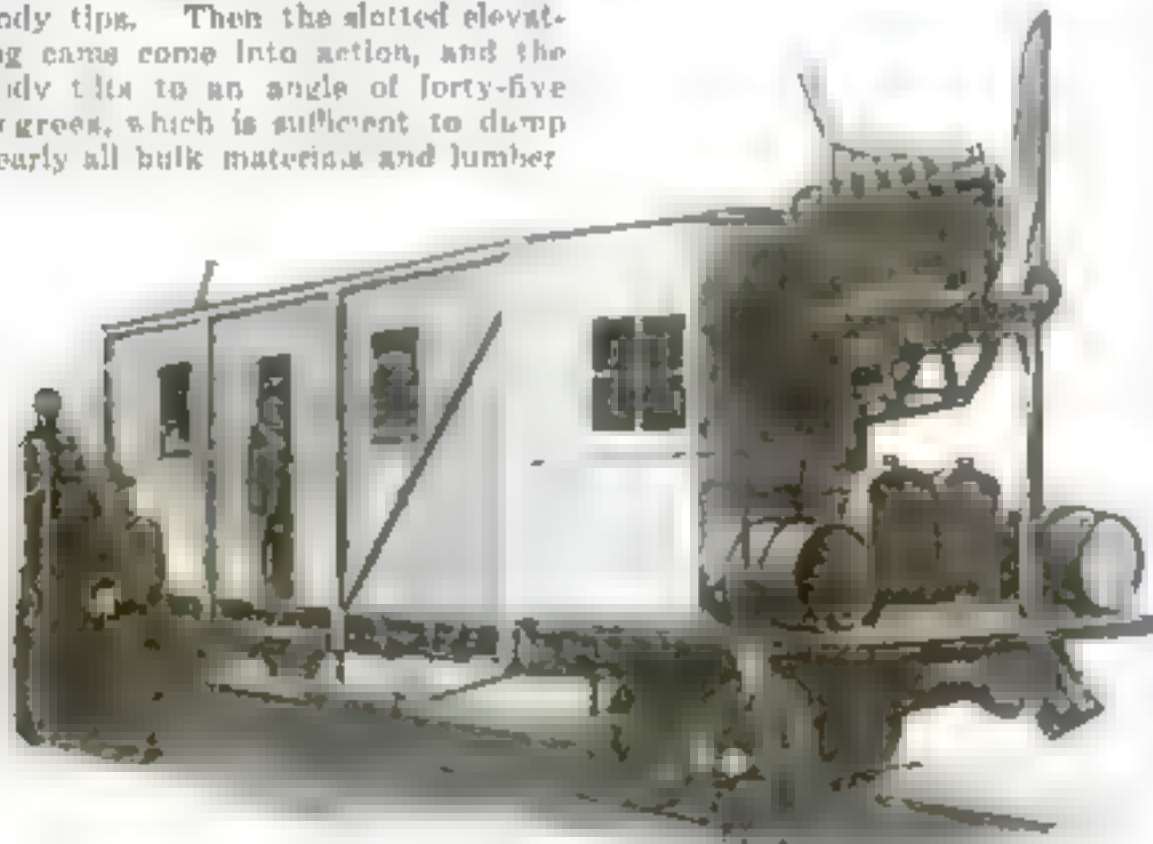
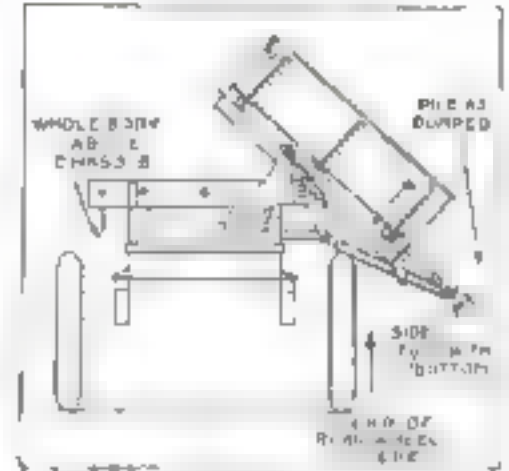
The side of the body acts as a gate and automatically folds down parallel with the body bottom. In the hand-operated type, twelve turns of the dumping crank will bring the load to the tipping point, and similarly twelve turns in the reverse direction will bring it back again to its normal position.

When it is desired to manipulate the body by the engine power, a chain-driven take-off is provided from the truck gear-set. A safety release prevents damage to the body should it strike an obstruction.

The body mechanism is entirely above the truck-frame, so that no chassis changes are necessary to fit it on practically any make of truck.



Dumping problems for trucks have been solved by a standardized body which, operated by the engine, dumps the load from one side. At the right is shown the dumping apparatus.



The hybrid airplane-railway passenger car. Instead of being driven by a locomotive or an electric motor, the new car is run by an airplane propeller, the motive power being an engine whose fuel is benzol.

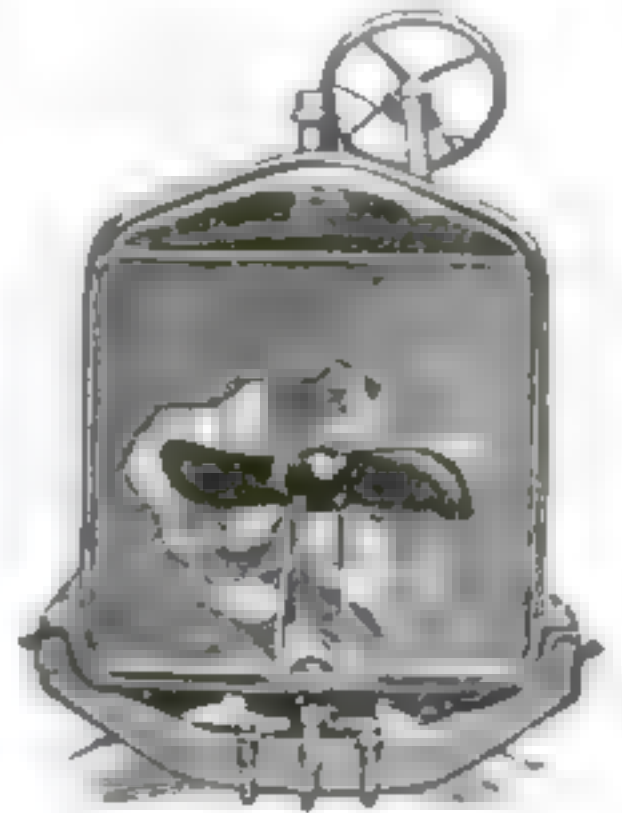
Driving a Passenger Car with Wind

"SOUNDS like an airplane," one might say when he hears the novel railway coach coming down the track. The whirring sound of a propeller cuts the air while the sound of wheels travels down the rails—a strange combination!

During the severe coal shortage in Europe an inventive genius conceived the idea of a powerful gasoline-driven

engine equipped with an airplane propeller, being fitted to a specially built car. The powerful thrusts of the propeller draw in the air, and the car is sent over the rails at a speed of fifty miles an hour.

Forty people can be accommodated in the wind-driven passenger car, enjoying an airplane-like ride safely on the surface of the ground.



The airplane type fan adapted to your Ford concentrates the air currents and whips them over the engine, thus affording additional cooling.

The Two-Bladed Airplane Fan for Automobile Engines

ONE adaptation of airplane engineering experience gained in the war, and now applied to the automobile, is the two-bladed airplane engine fan shown above.

While the old type of fan is so constructed that most of the air currents slip off the blades, the airplane type concentrates the air currents by means of the peculiar spoonlike shape of the blades. The air currents are thus concentrated into a shaft of swiftly moving cool air that bathes the engine, keeping it and the cooling water at the proper temperature.

He Made His Dream of a Noiseless Engine True

By Fred Gilman Jopp

ONE of the early builders of gas-engines was a man with a dream: a noiseless engine. Frank E. Covey, of San Francisco, worked ceaselessly until he produced the object of his dream. His combined reciprocating and turbine engine was designed to get rid of the roar of the exhaust.

In this engine the exhaust, instead of being shot into the open air or through an expensive muffler, is turned on to the rim of the flywheel or runner, into pockets just close enough together to cut the outgoing burnt gases into such small units that after the pocket passes the port there is no more pressure, and therefore no report or noise.

In passing the exhaust port, the

ARE the POPULAR SCIENCE MONTHLY'S prize contests doing good? We'll say they are! Our recent contest, "What Can Be Done with the Exhaust of a Gasoline Engine," discovered, in the invention of the first prize winner, Frank E. Covey, a new light-weight noiseless gasoline engine that will if its inventor's claims are true—revolutionize the automotive and aeronautical industries. Already it has caused enough stir to induce engineers of foreign countries to investigate. EDITOR.

force of the exhaust striking into these pockets sends the flywheel at a tremendous speed with no back pressure, since the rim of the flywheel travels so much faster than the reciprocating piston that the flywheel with its pockets becomes a scavenger, allowing no carbon to form anywhere. One reason for this is that no part is dipping in oil to splash more lubricant on the cylinders than necessary, thereby burning up money and burn-

The fan on each side of the flywheel is a double fan in power, which discharges the drawn-in cool air upward and directly into the combustion chamber. This construction cool without port; therefore no radiator, no piping, and no danger of freezing. By closing the intake the engine can be run as cool or as hot as desired. These are all features that will appeal very strongly to the airplane builder.

For the airplane, when the

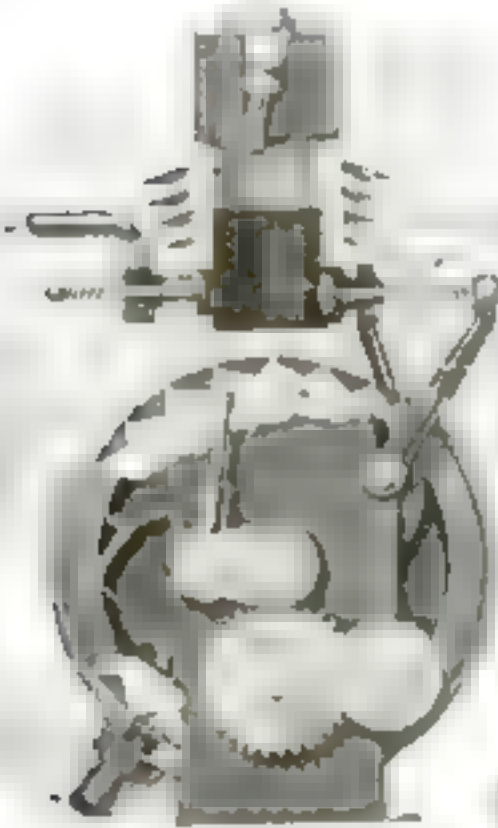
propeller becomes the balance wheel to a great extent, the engine can be built at about one and one quarter pounds to the horsepower, and the amount of weight done away with will cut down the weight of the power plant more than 50 per cent. For more power, an engine of four to six cylinders may be doubled by placing another unit on the same base and con-

necting the whole to the main shaft. Every moving part can be oiled from the outside through sight-feed lubricators.

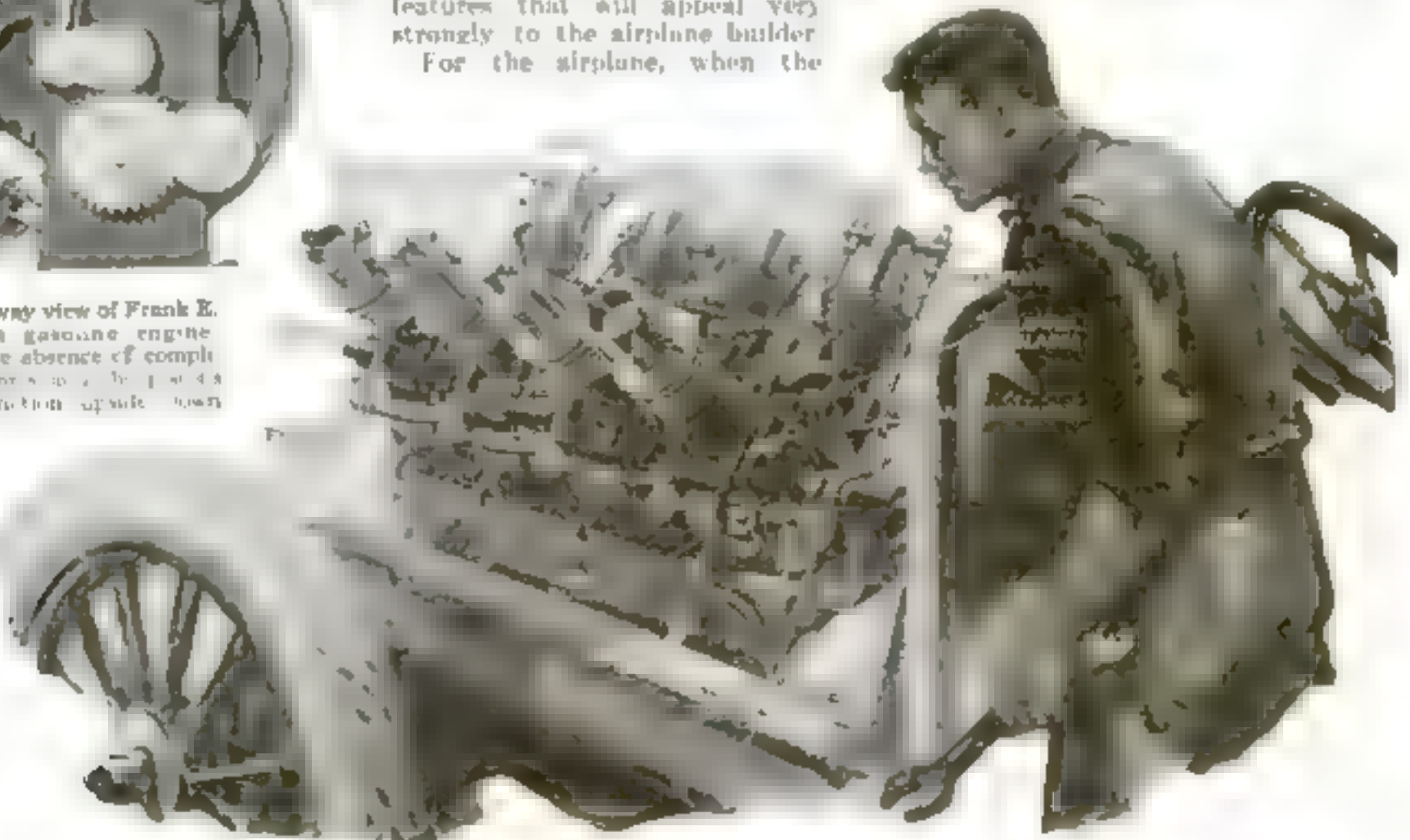
Any piston can be removed without interfering with the others. Should an accident occur to one cylinder, the piston can be disconnected and removed in less than five minutes, and the engine started again without it, with the engine still in perfect balance.

In construction the engine is in a class by itself. No many features absolutely a part of other engines have been found unnecessary in this one that anyone acquainted with the cost of building high-grade machinery will readily see the difference in expense.

In automobile construction, the near future is going to demand a car built on smaller and lighter lines. This light-weight turbine is here to supply that requirement.



A cut-away view of Frank E. Covey's gasoline engine. Note the absence of complicated parts and the fact that function up side down.



Every moving part can be oiled from the outside through sight-feed lubricators. Should a piston or cylinder become injured, it can be removed in five minutes and the engine operated without it.



Let the Wood-Pincher Pile the Wood

WHEN there is a cord of wood to put away, what a saving of time it would be if one's arms could suddenly take on the power of the giant "wood-pincher," developed as a labor-saving device during the stringency of war-times! This mechanical wood-lifting machine is just what the average boy would like to possess when the time comes to pile wood.

Great numbers of tree-trunks to be lifted and moved ordinarily demand the labor of many men. Somewhat on the principle of the "steam shovel," the metal jaws of the huge wood-pincher open above the piles of logs, snap together upon them, and take nearly two hundred logs for a full "bite," then close tightly their iron teeth, and, guided by chains, deposit the logs in place.

Spare the Seed and Spoil the Flax

IN Europe seeds are removed from flax by hand in order to preserve both seed and fiber. But this method is too slow for the American flax-grower; he does it by machinery. The flax is held between two rotating rollers and the seeds are forced out. They fall down a chute directly behind the rollers, and the straw is withdrawn intact.

Flax has been called the most valuable plant that is grown because of the diversity of its uses. From the straw is derived the linen fiber from which all linen goods are made, from the coarsest materials for upholstering purposes, to the finest table linen.

Linseed oil is pressed from the seed, and this is the chief ingredient of paint, linoleum, and oil-cloths. From the seed mass that is left after the oil is extracted, oil cake, which is a valuable stock food, is manufactured. Oil cake is also used in the manufacture of fertilizer.



Milking the Peanut

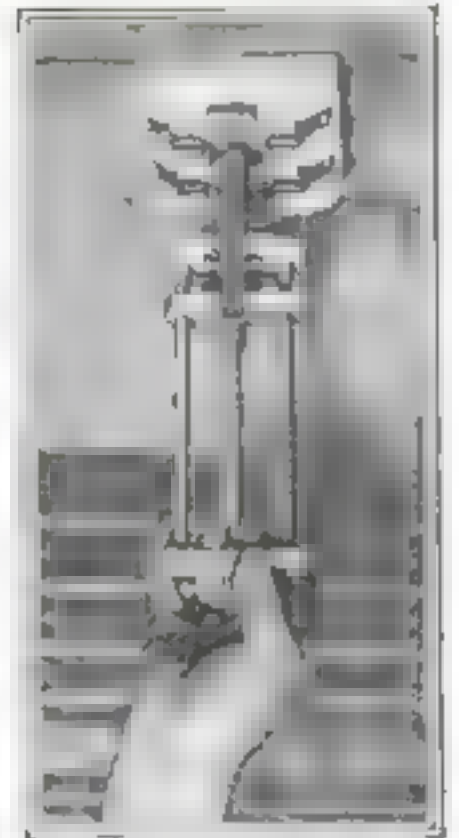
DO you like peanut butter? Then you certainly should like peanut milk—and it is much cheaper than cows' milk. A half-cup of peanut kernels will produce a pint of milk that is far richer in fat and protein than is the milk of a cow.

Professor George Carver, of the Tuskegee Institute, in Alabama, conducted the experiments that led to the discovery of peanut milk. He says:

"Whenever you find an animal product you will find its counterpart in some vegetable."

Except for its nutty taste, peanut milk is very like cow's milk. It will sour and curdle, and when churned will produce buttermilk. It may be used in making ice cream, and in flavoring coffee and chocolate.

If not convenient to keep a cow in the back yard, raise peanuts! Cultivate a taste for peanut milk and start a cheap dairy.



Safety First—Out Comes the Fuse

AFUSE-REMOVER that eliminates the danger of a shock when pulling out fuses is the new device of a Waterbury, Conn., man. When a fuse of this type has been in place for a long time it may be rather hard to remove, but with this new device the work becomes simple.

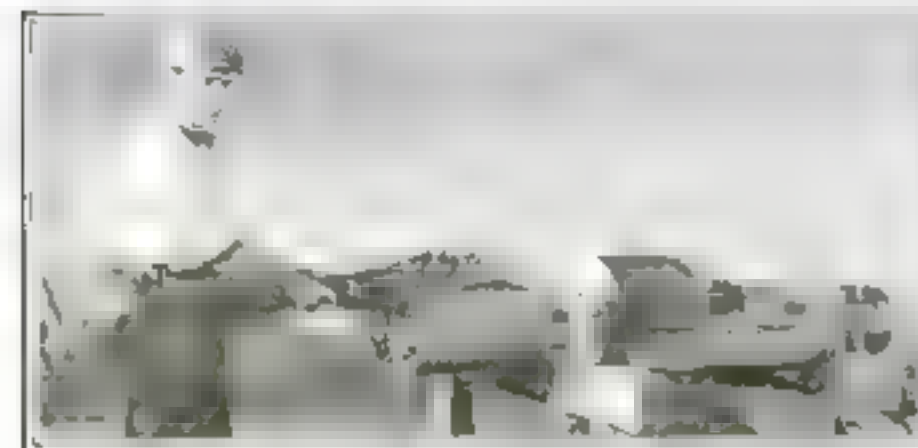
The jaws that grasp the fuses are made of hard fiber, which insures good insulation. The frame is of hard wood. The device is placed so the jaws open around the fuse until the handle is pulled; then the jaws tighten and withdraw the fuse.

This New Field-Gun Burst on Test

RECENTLY a new type of field-gun just designed was fired at one of the army proving stations, with the result shown in the photograph. The piece was first tested for strength by firing an extra heavy charge. As the gun passed this test satisfactorily it was considered safe, and the board of officers who were conducting the test crowded around to watch the firing. On about the fifth shot the gun exploded, hurling pieces in all directions, and leaving only the carriage intact.

The piece of metal held by one of the spectators is part of the gun barrel. Pieces of this character were hurled among the bystanders, but fortunately there were no casualties, though one officer had his overcoat cut by a fragment. Experts who examined the wreckage attribute the accident to a flaw in the metal.

Why the gun didn't burst on the high-pressure proof charge instead of on a low-pressure shot will probably never be explained.





Heating Rivets in a New Way

THE man who stands upon a steel girder overhanging a dizzy street-chasm, and whose job it is to demonstrate his ability to toss red-hot rivets to another workman, has more than ordinary interest in the new type of furnace designed for the heating of the rivets.

In five minutes he can create in this furnace a temperature of 3000° F., one-quarter as hot as the sun. With the flame burning its brightest, he can swing a rivet on a crane and lift it to any point desired. He can keep a rivet at the desired temperature just as long as he wishes, and when it is ready to be used, he can drop it into a bucket of water and it will be cooled to the proper temperature.

Acetylene is the fuel used in the furnace. It is transformed into a gas and blown by compressed air at a pressure of eighty or ninety pounds to the square inch, and the furnace is said to operate on $\frac{1}{4}$ of a gallon an hour. It is claimed that the flame burns without hydrogen and is therefore non-oxidizing, so there is no danger of burning up the rivets or tools left in the heat of the flame.

Removing the Cherry's Pit

CHERRIES may be pitted in the machine shown below in this fashion: First, pluck off the stem and fit the upright cherry in the curved base of the pitting-machine; then press down on the handle and force the pit out through the hole in the center of the base. A spring sends the handle back to its original position.

Owing to the sudden falling off of the cocktail business, however, we fear that many a young cherry will have to go begging in the future.



House-Moving by Motor-Truck

WHILE many New Yorkers pay two hundred dollars a month for a first-class four-room apartment, it is said that in Cincinnati one can buy a four-room house for that price. Not that Cincinnati has anything to do with it. The government built the houses, at a cost of fifteen hundred dollars each, for the workers in munitions plants in the neighborhood.

The munitions workers having gone elsewhere, these houses are now being sold. But they must be removed by their new owners within sixty days. That explains why on the roads leading out from Cincinnati may often be seen great trucks lugging the houses away.

Each of the four-room houses is equipped with electric-light wiring and fixtures, and an excellent bath-room and kitchen, together with the necessary plumbing.



© Fred A. Hartman

He Shoots His Toy Airplane from a Gun

POP! Off goes the gun, and out shoots a toy airplane. It travels gracefully through the air for about two hundred feet and then drops gently to the earth.

The gun is made like an air rifle, except that there is a slit in it running from the trigger to the nozzle. And inside there is a strong spring attached to a small catch that slides back and forth through the slit.

The boy attaches the tail of the airplane to the catch and drags the airplane down toward the trigger. The spring contracts and is caught by the trigger. After he has aimed the gun he pulls the trigger. This releases a spring and the airplane shoots off.

Since the toy is neither gun nor airplane, but a combination of both, it might be called an airplane-gun.

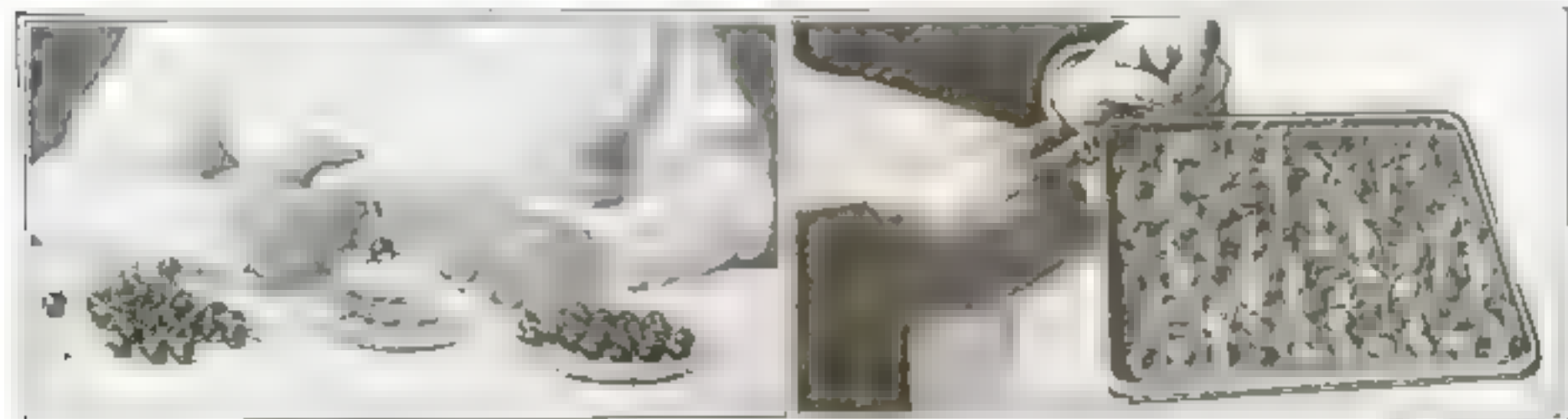
Trying Out the Seeds

IN these days of under-production, the parlor-table seed-tester proves its value.

The tester is provided with a bottom tray, which not only protects the user from dirt and drippings, but which also makes unnecessary any further attention after the first operation.

On the bottom of the tray is a blotter over which there is a pad that holds and supplies the necessary moisture. This pad is perforated with compartments, and in these the seeds to be tested are placed.

The testing is best done in late winter or very early spring, as usually too little time remains to be sure of the quality of the seeds if the gardener waits for the planting season.



Carrying a Monster Gun Under the Sea



© International Film Service Co.

Now that we have peace, doubtless this submarine with a 12 inch gun is prepared to see that we keep it

THE British submarine M-1, which mounts a 12-inch 45-caliber gun, is the most powerful undersea craft in the world, and represents a new idea in naval warfare.

It was completed in August, 1918, just before the end of the war, and was to have been used in convoying merchant ships which might have been attacked by enemy light cruisers. As a matter of fact, the M-1 has never been in action.

This unusual craft is 200 feet long, and has a displacement of 2,000 tons and a speed on the surface of about 16 knots. There is the usual recoil arrangement made for the big gun, but despite this the submarine goes back about ten feet in the water, from the recoil, whenever the gun is fired.

Sunken Ships Lifted with Air-Bags

A METHOD has been devised and successfully tried by which sunken ships can be salvaged with comparative ease. Instead of using heavy steel tanks whose weight must be added to the lifting force employed, the new way is to place fabric bags in the hull of the vessel and inflate them with air. To augment the effect, a number of bags may be attached to the outside of the hull.

The bags are made of very strong rubber water-proof canvas, are from 30 to 40 feet long, and displace from 50 to 100 tons of water.

There is no difficulty in placing them inside the ship's hull. They are flexible and can be folded to fit a small space during transportation, in this respect being very different from the more clumsy steel tanks ordinarily employed.

In order that the compressed air within the bags will not be forced to the bursting-point, each bag is provided with an automatic blow-off valve. When placed in the ship the bags are flat and lie against the girders, and the vessel begins to rise when sufficient air has been blown into the bags.

Since the bags are placed just where the greatest weight is encountered, the ship can be lifted without any severe strain on the structure—a very great advantage over the old method.

The first vessel to be salvaged by this system was the steamer *Mona*, which had been sunk by a German submarine in Luce Bay, off the coast of Scotland. The bags displaced one hundred tons of water each, and weighed only one ton complete.

Larger bags are being made, and it is rumored that the *Lusitania* may be raised from the bed of the ocean by this system of air-inflated bags.

It Is Midsummer Now in Northern Mars

SEEN through a telescope, the bright planet which everyone notices in the east after sunset appears as an exceedingly interesting object. It is Mars, the mystery world.

Just now the earth observers see Mars in the height of its northern midsummer. The polar snow-cap has melted to its smallest, and many of the curious dark markings seen upon its yellow deserts and called "canals" have vanished under the sun's persistent rays. In the far southern region of Mars midwinter prevails, and as the planet is observed through the rest of the year the coming of spring in the southern hemisphere will be witnessed.

It is strange to look across the gap of more than 50,000,000 miles and see the changing seasons displayed upon another world! On April 21 Mars will be in opposition and on the 27th it will be closest to the earth.

The distance of Mars from the earth at the present time, is about 15,000,000 miles greater than it is possible for the planet to approach, but it is closer than during the opposition of 1918.



Perhaps the *Lusitania* will be raised by air-inflated bags. The bags are placed in the ship flat, when they are inflated with air, the ship rises.

Let the Truck Lift It



An electric truck equipped as a crane. It is here shown in a position for hoisting heavy objects, the hoisting structure having been unlatched and drawn down the vertical bars.

TEN men tugging at a 4,000-pound weight may finally be able to move it to the desired spot; but the work of all ten can be done very expeditiously with one of the new crane-trucks. Easily the electrically driven truck travels over to the pile of heavy machinery, extends its sinewy arm, picks up the massive weight, and swings it around in the most cramped quarters of a storage room, setting it down in the exact spot intended for stacking. At the present high cost of labor, one can imagine the expense of employing men to do the work that this clever piece of mechanism can do.

The truck has a two-wheel drive and a four-wheel steer equipment, and is capable of being made into a four-wheel steer truck. The cost of operation varies, of course, with the facilities for charging the batteries, but under normal conditions the crane-truck can be operated for one hour, moving a load of 4,000 pounds, at a cost of about ten cents, including the operations of starting and stopping.

A Bath-Tub for Sun-Baths

FOR certain skin diseases the curative power of sunlight has long been recognized, and many people who have availed themselves of no stronger remedy than sun-baths have been restored to health. Realizing this, an enterprising doctor of Brittany has constructed a special type of bath-house. It is designed to collect the sunlight even when the sun is low and its light weak.

A lens is arranged to follow the motion of the sun, and to concentrate the rays upon the patient, who is hidden from view in the bath-cabin. The cabin itself revolves and the lens brings the rays to bear upon any part of the body desired.



He owns his home—it's a trolley car. The kitchen is out in the motorman's box, and the other rooms are curtained off inside.

She's a Dog-Catcher

NEXT time you pick up a stray dog or cat and send for the wagon to take it away, don't be surprised, when you hear the dog-catcher's wagon, if a woman jumps from the front seat, runs up the steps, and rings your door-bell.

During the war the shortage of men dog-catchers in American cities made it necessary to hire women to take their places.

In the picture below you see Mrs. Laura Dietrich, one of Denver's dog-catchers, putting a poor little stray pup into a pen. The pens in the pound are quite desirable from a dog's point of view. There is a clean, comfortable bed in each pen, and even a chair for visitors.

Lost dogs and dogs that never in all their lives had any owner are placed side by side. If, within a certain length of time, no one claims or asks for any dog in the pound, alas! he is killed.



In the shortage of men dog-catchers brought about by the war women came to the rescue. Here is one of Denver's dog-catchers putting one of the pups in his pen.

Home, Sweet Home—This Time It's a Trolley Car

AND the landlord raised the rent again! But Thomas O'Mara refused to pay it. He took his rent money, bought an old trolley car with it, and made the trolley his home.

The motorman's box is now a kitchenette, and the inside doors of the car will shut out the fumes when Mrs. O'Mara cooks corned beef and cabbage. The seats along one side continue to serve as seats, but those on the other side are used to support the table and beds. The car is curtained off into separate rooms. There are windows all around, plenty of fresh air, sunshine—and no rent to pay! What could mortal wish for more?

We do not know where Mr. O'Mara keeps his trolley car, but probably a kind-hearted neighbor offered his side yard.

Things New for All the Members of the Household

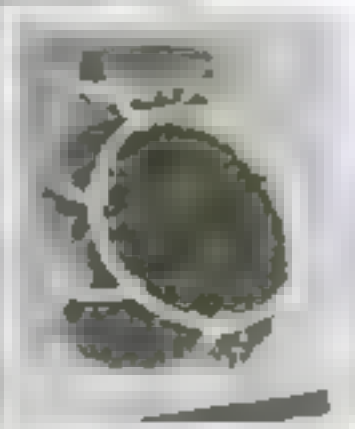


Why not introduce some of these labor-savers?

An army of women has been put at work on a new type of brush for cleaning walls and ceilings. The brush is made of a heavy wrapping of wire and is so designed that it can be used at any angle and in any position.



When cleaning the wall, get a brush in the wall.



Attach this brush to the bottom of your skirt.



You can clean the wall in any position. You can clean the wall in any position.



Prior to the invention of a glass jar, it was necessary to use a glass jar to hold a liquid. This is a new invention.



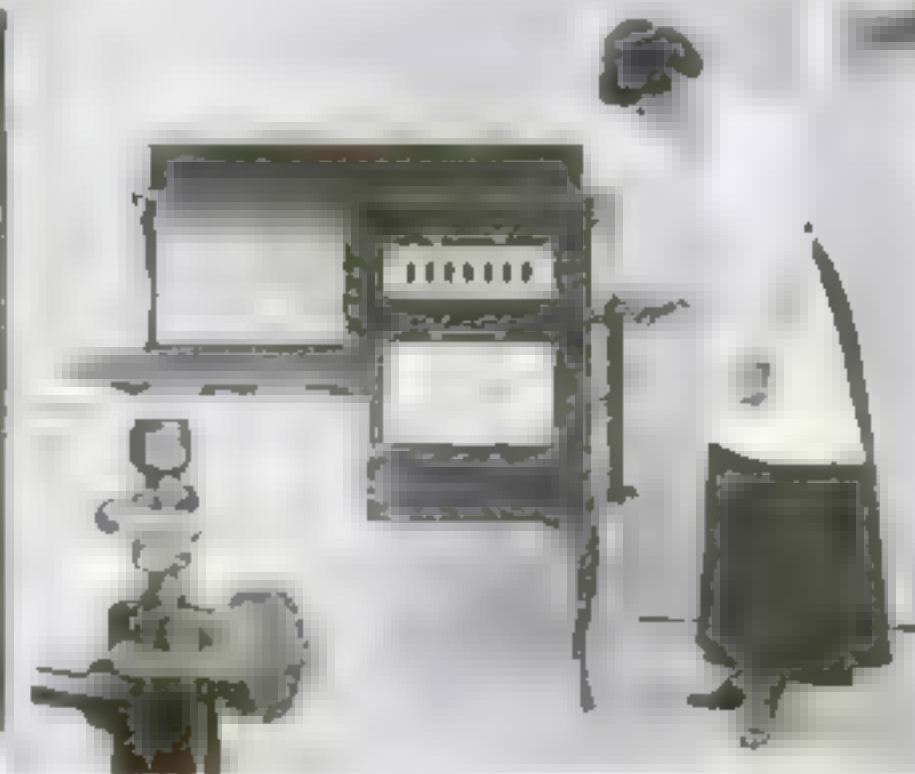
Replace the handles in an old shaving brush with a new handle of wood or metal.



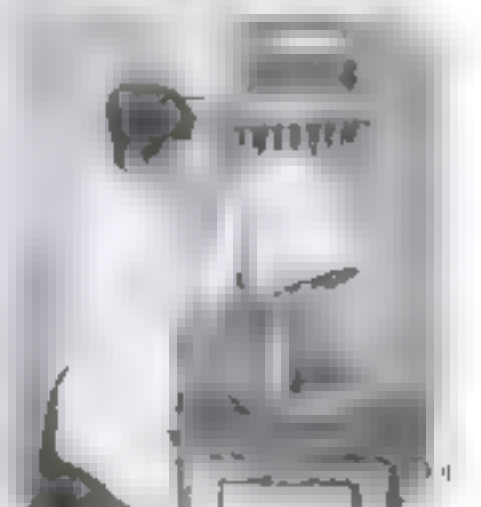
You can now clean the light. When it is hot, the light is hot. The light is hot.



This broom's Japanese inventor claims that the joint enables the user to dig in corners conveniently.



"Bake in a hot oven," says your recipe, and you turn up the gas. But how can you be sure that your oven won't get too hot? Use this automatic temperature regulator.



A German preserving outfit provides a water-jacket with a steam cover. The jars are easily handled.

Do It with Tools and Machines



The portable belt conveyor has found a wide range of usefulness in loading and unloading cars and trucks and in storing material such as coal, coke, sand, and gravel

The purpose of this apparatus is to mold into shape the habbitt metal bearings that are used in shaft-hangers and journal boxes

It is a portable outdoor lighting apparatus, which weighs only forty pounds, producing a powerful white light at low cost



This ammeter affords the only means of testing the condition of a dry-cell. Contact may be made directly to the battery

Right) Emery wheels partly covered with a hood, which catches the dust from the tire casing and then draws it off through a lower



In manufacturing boots, those made with the so-called friction lining stick to the lasts. A portable boot-stripping machine removes them quickly and easily



The foot treadle of this lathe runs the entire length of its frame, thus permitting convenient operation from any position. Tool-rest and tail stock have unusually large bearing surfaces which insure great rigidity and accuracy

From 10 to 20 to the foot rest, it is a portable machine, it weighs only ninety pounds



Car rails were formerly ground by hand, a long and tedious operation. Now the big traction companies supply their men with an electric motor which drives a flexible shaft attached to a rotary grinder



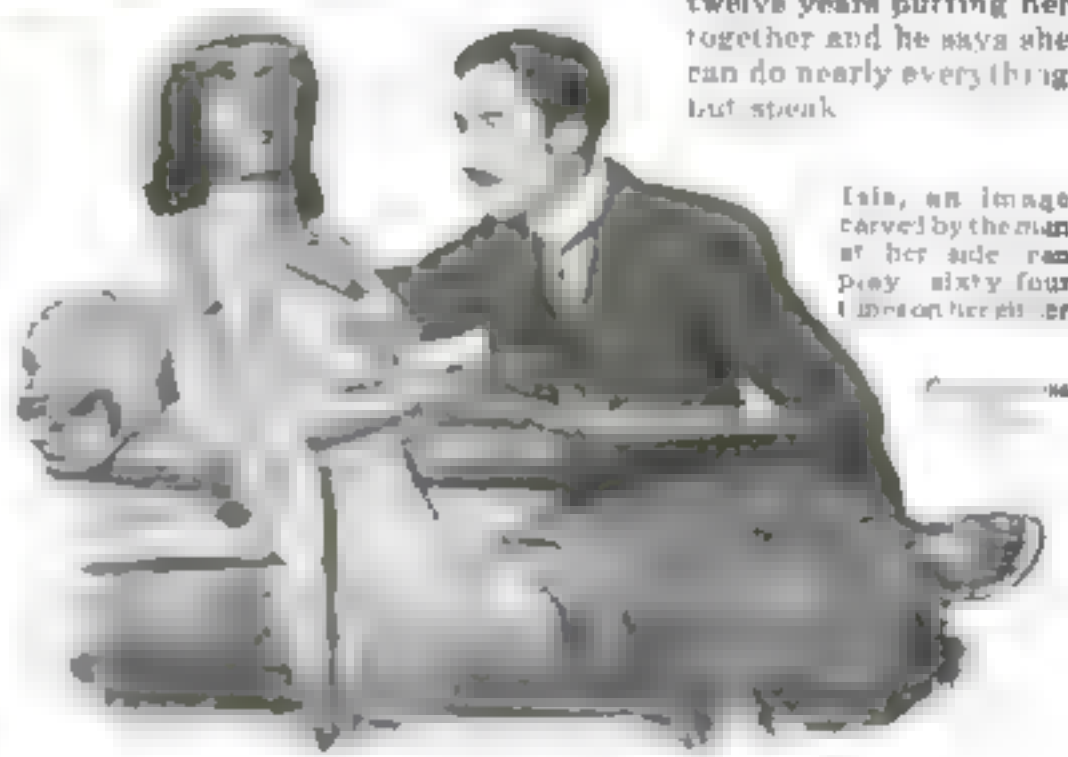
In a sudden shower, a protector made of adjustable bars and canvas is quickly erected on the bus-top

Caught in the Rain

YOU are sitting on top of a bus, enjoying an early warm spring day, when a sudden shower comes down. What happens if you can't find a seat inside?

But buses may soon be equipped with rain-protectors like the one shown above. In fair weather, the protector slides into place beside the seat and is hardly noticeable. It is simply a combination of jointed metal bars and rolled-up canvas.

When it rains the bars are extended, the canvas unrolled, and the seat will be well protected at front and side from the rain. Since the bus moves forward, there is no need of protecting the back of the seats. And the side toward the aisle is left open, so that passengers can get out without trouble.



Iris, an image carved by the man at her side can play sixty-four tunes on her zither

She's Made of Wood and a Thousand Wheels

PYGMALION made a statue, loved it, and it came to life for a short time. But that happened centuries ago. Dr. Nixon, of San Francisco, has built a statue answering to the name of Iris. She reclines on a divan, gorgeously clothed, and spends most of her time playing on a zither. She knows sixty-four tunes.

There is no gray matter in her pretty brown head—just wheels, a compass, and bottles of colored liquid. In her bosom are more than three hundred wheels, and in her entire body more than a thousand. She is a mechanical masterpiece. Dr. Nixon has spent twelve years putting her together and he says she can do nearly everything but speak.

Safeguard the Children by Foot-Printing Them

ARE you afraid your child will be kidnapped? Have the boy foot-printed! Thus has the Bertillon system of finger-printing criminals been expanded and the new method of identification been made to apply to lost children who are too small to give the police any information about themselves. The method also is serviceable in maternity hospitals, where the matter of identification of children might become complicated.

Anxious mothers who fear their children might be lost or kidnapped may take them to the police station to have foot-prints made. Examine the skin of your hand under a magnifying-glass and you will see many ridges and furrows. No two people are provided by nature with similar finger- or foot-prints in the matter of pattern or minute details in the ridges where the perspiration glands have their openings. "By their foot-prints ye shall know them," might be an adaptation of the old saying, the little ridges of hands and feet providing the only absolute means of identification known.

The Chinese were pioneers in recog-

nizing the value of the finger-print as a means of preventing forgery. When a will was read to the beneficiaries, their approval was attested by their

finger-prints attached to the document. A finger-print beside the signature on a check would make forgery of the writer's name an impossibility.



Foot-print of a twenty-months-old boy. The police could pick him out of any number of lost children

Foot-printing a boy for identification if he should be lost or kidnapped. The child's foot is brought in contact with a surface evenly inked, and it is then evenly impressed upon a sheet of paper. The ridges in the skin on the bottom of the foot furnish unmistakable details of identification

Fumigating a Sick Tree

A balloon drops a tent over it and the deadly parasite-killing fumes are released

By P. Schwarzbach

WHEN you emerged from the measles your room was fumigated so that the rest of your family wouldn't catch 'em. Just so, when part of a tree becomes diseased, the other trees are also fumigated so that they won't catch diseases.

But fumigating rooms and fumigating trees are vastly different jobs. By closing the door you can shut off a room, but in order to fumigate a tree you must put a tent around it to shut it off from its neighbors.

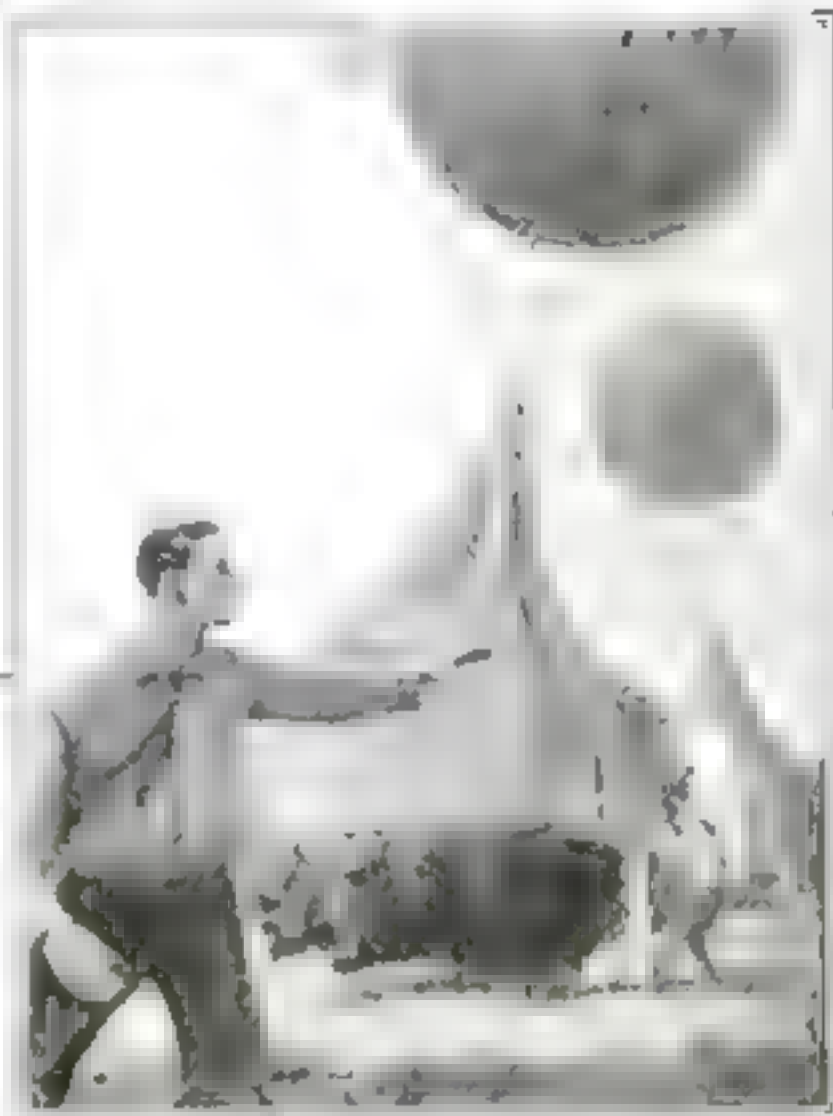
What is the quickest, easi-

est, and best way of accomplishing this?

Mack Swain, of Los Angeles, will tell you to drop a tent over the tree by means of a captive balloon.

Perhaps you have heard of Mack Swain. He is a well known slap-stick moving-picture comedian. He has recently patented his idea of fumigating by balloon.

The tent is hooked to the balloon, which is moved until it is directly over the tree. Then the balloon is lowered. The tent opens like a parachute, and settles comfortably



The tent was fastened into place and then deadly fumes were released inside of it, the insects and their eggs were quickly killed, whereupon the balloon carried its tent away



Insects were ruining a fruit tree, and the owner decided to fumigate it. A captive balloon with a tent hooked to it was brought directly over the tree and lowered. The tent opened up like a parachute and settled over the tree

over the tree. The balloon is then unhooked and starts back for another tent for another tree, while the tent it left behind is fastened to the ground.

Hydrocyanic acid does the fumigating. It is a deadly volatile poison, and as it fumes away it kills all the insects on the tree, and even the insects' eggs. This acid is also known as Prussic acid. It has the seductive odor of peach blossoms.

When the tent is securely fastened, the tanks of hydrocyanic acid are shoved underneath it and opened. After the fumes have done their deadly work the balloon is brought back to the scene of action, the tent is hooked on again, and away the balloon goes to another tree.

Mack Swain, the inventor of this device, is not the only moving-picture comedian who is interested in it; for Chester Conklin, who spends his working hours trying to dodge pies, dough, and soft tomatoes, has bought a forty per cent interest in the patent.

Buzz-z-z—You Forgot the Light

DID you ever hear the story of the man who left an electric light burning on the day he started on a trip around the world? When he returned it was still burning and he had to sell his house to pay the bill.

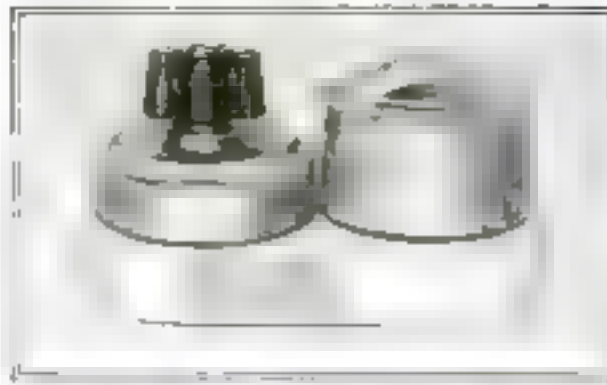
There has recently been invented a switch that makes it almost impossible to forget to turn out the light. It is intended primarily for cellar, attic, and closet lights, although it is equally serviceable elsewhere.

As soon as the light is turned on, a gentle buzzing begins, continuing until the current is switched off. The device, which is merely a combination of an ordinary snap switch and an alternating-current buzzer, is easily installed and soon pays for itself.

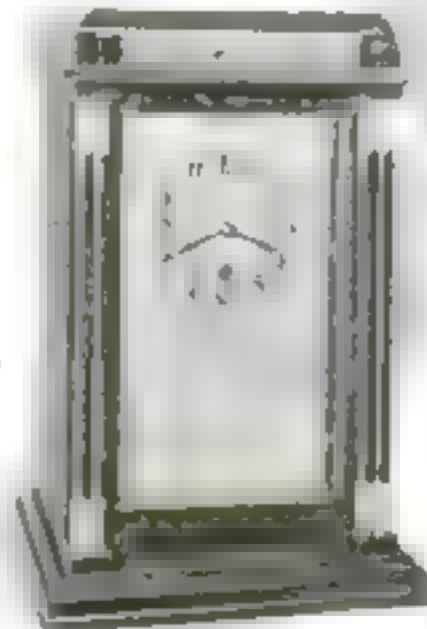
The Postman Brought This Wall-Paper

FATHER BUCCI, a Californian, has papered a room with 105,000 stamps coming from thirty-five nations. Three designs compose the walls: one from ceiling to picture-molding, one from picture-molding to chair-level, and another design from the chair-level to the floor. The design includes the American and Italian flags, all in stamps.

It took Father Bucci about ten years to collect the stamps, and another six months to arrange them.



From the minute you turn on this switch till you turn it off, its partner will buzz



Here is the mechanism, showing the strip of film upon which is recorded the voice that announces the hours. The horn projects the sound upward

In about five minutes, when this clock speaks the quarter hour, everyone in the room will start

"THREE o'clock!" This clock does not strike. It speaks and tells you the hour and even the quarter-hours. Such is the marvel of an English clockmaker.

The mechanism of the clock is connected with a film on which has been recorded the human voice. The film moves so that a phonographic arrangement connected with a horn operates when the hour or one of its quarters is to be announced.

In the ordinary phonograph the stylus, or "needle," travels around the grooves of a cylinder or disk upon which the sound waves have been recorded. In the speaking clock the needle is stationary, resting upon a strip of film, which travels over a drum, and with slight latitudinal motion it follows the oscillations of the sound waves recorded upon the film.

Outdoor Moving-Picture Shows

"HERE come the movies!" This is the shout of the children in country villages when they see a certain motor-truck coming down the road. Indeed, traveling movies are now common in Europe, because daylight is no longer an obstacle to outdoor shows.

The invention that made this possible is a screen that is placed upon it while transmitting the rays from the other side.

With such a screen, all that is required is to keep the light from the outside

from mixing with the light of the image on the side from which it is projected. This is done by enclosing the projecting apparatus in a light-tight compartment. The invention lends itself to many applications.



Posted on cloth so it can be removed this wall-paper represents ten years of stamp-collecting



Here is the traveling "movie" showing a picture in full daylight as it appears on the side of the truck



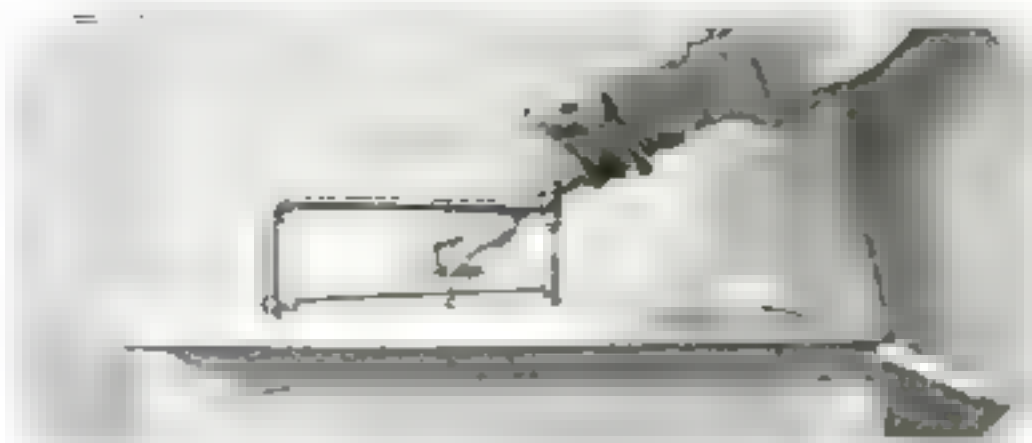
Showing a moving picture on the wall of a room in broad daylight

It Simplifies the Cutting of Circles in Glass

HAVE you ever tried to cut a circle out of a plate of glass, and if so how did you succeed? The surface of the material is so smooth that, even if your glass-cutter were fixed to a compass, it would not enable you to cut a clean circle unless a special arrangement were made on the order of an interesting invention that has just been patented.

The operation of the device is simple. The plate of glass to be cut is laid on a table and the upright standard of the cutter is securely fastened. An arm extends from this standard, terminating in another upright tubular standard from which extends a bar bearing a scale in half-inches.

The glass-cutter is attached to this bar, and rotates around the second standard, which is clamped down by the little spindle-head on top of a strong spring. If



The left hand turns a spindle-head, which clamps the standard down upon the plate of glass, while the right hand adjusts the position of the glass-cutter

The right hand now prepares to swing the cutter around the standard to sweep out the circle. By this new device you can cut glass quickly and accurately



the circle is to be six inches in diameter the cutter is slid outward on the bar three inches along the scale, and with a sweep of the hand the glass can be quickly and accurately cut.

Decisive action, the accurate sweep of the hand, and the right pressure are demanded of the glass-cutter if he would make a perfect "cut."

The mechanical arrangement of the compass enables one to give just the right pressure bearing upon the glass while he sweeps out the circle. The device being clamped to the table in a fixed relation to the position of the sheet of glass makes it possible to cut duplicate circles with the utmost economy.

Every circle will come from the same portion of each plate or sheet, and there will be no haphazard guesswork, resulting in loss of material.

When Coal is Short Run the Factory with Tractors



During the recent coal famine, when government regulations would have reduced the working hours and put many employees in idleness, at least one enterprising manufacturer succeeded in overcoming the difficulty. With gas engines and a steam road-roller sufficient power was generated to keep the wheels



of industry turning. Outside the factory building the heavy road-roller did the work of the electric motors. Inside the building the gas engines did their duty, keeping the machines busy. Several tractors were also used to drive generators, and these furnished electricity for lighting the entire plant.

Hitting the Moon with a Rocket

Professor Goddard of Clark College plans to fire off a cracker right under the nose of the man in the moon

By E. F. Richards

A FEW months ago the plausibility of reaching the moon was considered in these pages on the basis of some calculations made by the French aeronautical engineer Robert Esnault-Pelterie, who showed that the most compact explosive known did not carry within itself sufficient energy to convey it to the moon by its own power.

Now Professor Goddard of Clark College, Worcester, Mass., comes forward with computations and experiments that cast an entirely new light upon the situation. In the first place, it is to be observed that, in order to reach the moon, it is not necessary that the explosive employed should possess sufficient energy to carry the whole of its weight to our sat-

elite. For, as a rocket proceeds on its course, it continually discharges a part of its mass, so that only a fraction is carried the whole distance.

Secondly,—and this is where the significance of the recent computations and experiments appears,—it has been found by calculation that the velocity of the gases issuing from the rocket, by which velocity the kick is produced, has an extraordinarily great influence upon the amount of explosive required. Professor Goddard has succeeded, in his experiments, in raising the velocity of the gases discharged by the rocket from 1,000 feet a second, the best performance of ships' rockets now on the market, to 7,000 feet a second. The best rifle hurls its bullet out of the barrel with an initial velocity of less than 3,000 feet a second.

The full significance of this can be appreciated only when we consider some actual figures. So, for example, Professor Goddard's computations show that in order to kick one pound from the earth to the moon requires, under the most favorable circumstances, an explosive charge of 602 pounds. This is assuming a velocity of 7,000 feet a second for the gases discharged by the rocket. But if we were restricted to a velocity of 1,000

feet a second, as in the ships' rocket, the charge required, per pound carried to the moon, would be the seventh power of 502—that is to say, 14,290 million million tons!

It will thus be seen that Professor Goddard's improvement in the design of the sky-rocket has, at a single step,

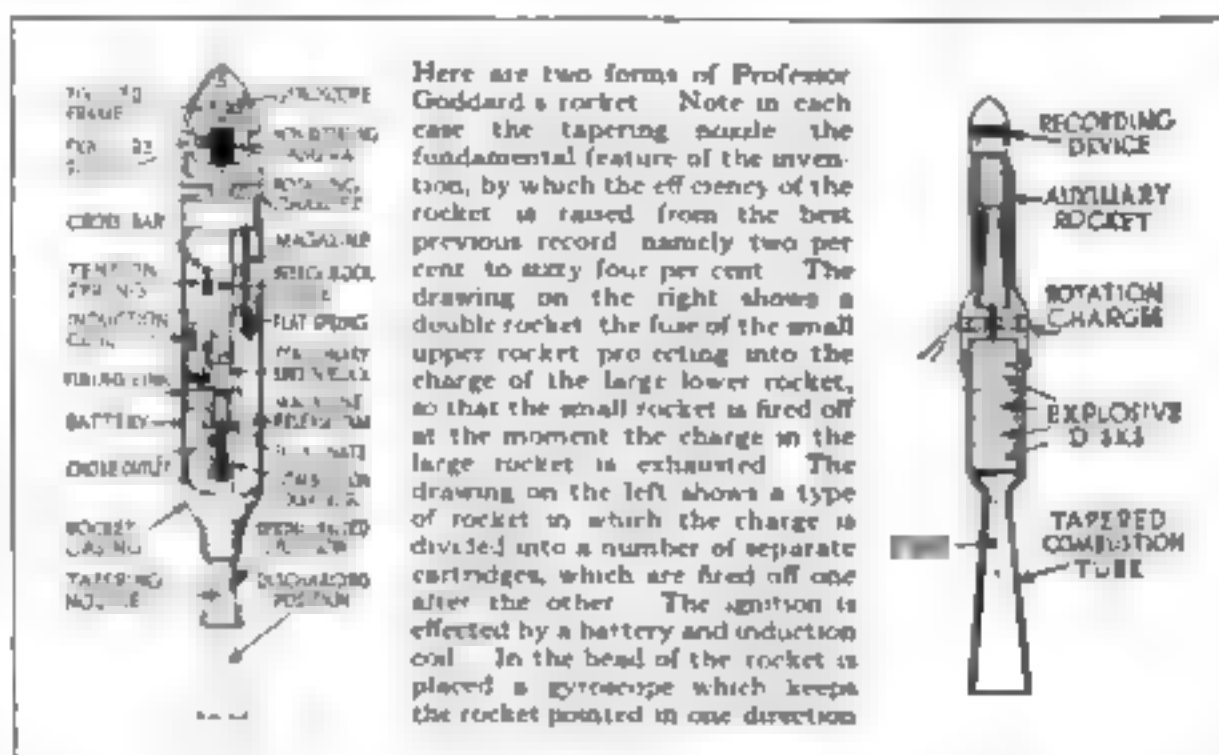
Professor Goddard has not only worked out the problem on paper; he has conducted experiments to furnish the experimental data required.

It would, of course, be impossible to follow the course of such a small body through the 240,000 miles that separate us from the moon. But the rocket

could be made to carry a charge of flash-powder arranged to go off when it hit the moon's dark surface, the event being brought off about the time of new moon. And the amount of flash-powder required can be easily determined by a simple experiment. Professor Goddard found that one fifth of a grain of powder made a flash plainly visible at a distance of two and one fourth miles. To

produce an equally visible effect at the distance of the moon would require, accordingly, a charge of about fourteen pounds. Assuming that the total weight of flash-powder, plus accessory apparatus, were four times this amount, the total charge of explosive required would be about seventeen tons. Professor Goddard's invention is intended to carry aloft registering instruments and even cameras.

No telescope can follow the course of the rocket, but a charge of flash powder could be curved which would explode when it hit the moon's dark surface.



transferred the enterprise of hurling a missile to the moon from the class of utterly impractical dreams to the domain of entirely feasible and even comparatively light tasks.

The principal feature of Professor Goddard's improved type of sky-rocket is the tapering nozzle, designed on the principle of the turbine nozzle, so as to utilize the work of expansion of the hot gases. This design has increased the efficiency of the rocket from two per cent, the best performance attained hitherto by any rocket, to sixty-four per cent, exceeding by far the record of even the very best of internal-combustion engines.

For the present we may leave out of consideration the plan of anything like a personal visit to the moon—the chief difficulties here are physiological, not physical. But we can, if we want to, reach out a long arm and tickle the moon, as it were. Here a new problem arises. Suppose we send a rocket to the moon. How shall we know whether our aim has been true and the shaft has gone home? Pro-





To Hit the Moon with a Rocket

Professor Goddard, of Clark College, has invented a rocket that operates on entirely new principles, and that would make it possible to hit the moon. It has been estimated that with ordinary rockets it would take 14,790 million million tons of explosives to reach the moon. Professor Goddard's rocket requires only 602 pounds, because the gases are discharged, not at the usual rate of 1,000 feet a second, but at 7,000 feet. The fastest projectile hurled from a rifle has a velocity of less than

3,000 feet a second, from which it is seen what a marked improvement Professor Goddard has made. The total charge of explosive required to reach the moon would be seventeen tons, equal to the total weight of ammunition discharged by a battleship when it shoots off all its guns at once. In other words, Professor Goddard's improvement at a single step transfers the enterprise of hurling the missile to the moon from the class of impractical dreams to the domain of comparably simple tasks.

Spring Cleaning the Automobile for Summer Economy

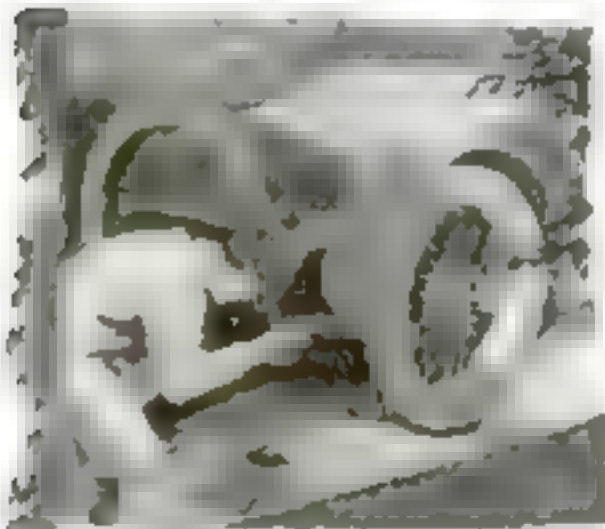
By Fred Gilman Jopp

OUTDOORS nature is dressing field and tree with new style greens. Indoors your wife serves the meals on the kitchen table and clutters up the floor with rolls of carpet—it's merely spring cleaning. Your share is awaiting you, so put on your overalls, go out to the garage, and take the car out of winter storage. It should be gone over at least once a year, to eliminate many of the summer troubles that result from lack of preparedness.

To make a thorough job, it is best to start at the front of the car and work back to the rear axle.

To Find the Leaks

First, disconnect the radiator from the car and take it off. Plug the inlet and outlet holes with wooden blocks. Stand the radiator on the floor and force water into it with a hose. If



It is a simple matter to jack up the wheels of the car and lubricate the four springs. A thorough greasing at this time will eliminate all those annoying squeaks

there are any leaks they will now be visible. Scrape these spots with an old knife and cover them with soldering acid. Then apply the solder with a soldering-iron. Wash out the radiator with a solution of hot water and washing soda, and rinse out with cold water from the hose a few times.

Cover the gasoline line carefully. Disconnect the joints and blow into them with the tire-pump. This will remove any sediment and save a possible stoppage of gasoline later on. Examine the line for leaks. Sometimes dirt works into the carburetor strainer and collects there. Wash it out carefully or it will cause trouble. Drain the old gasoline from the tank; it is no good now except for cleaning purposes, for its strength is gone.



Use the hand crank to determine the engine's compression. You can tell by the "feel" of each cylinder whether the valves need regrinding. If they are ground at this time they will go for a long time in the busy season before they need grinding again. The fine grinding compound is best, since the coarse usually leaves in the valves deep ridges that must be ground out.

Wash the engine carefully after you are through with the grinding operation, or some of the compound will get into the cylinder walls and continue to grind into your expense account. Make sure that there is a clearance between the valve stems and lifters, otherwise the valves will not seat and there will be leakage. When adjusting the lifter, test for clearance after the jam nuts have been tightened, for the tightening of the locks may alter the adjustment.

Taking Your Car in Hand

Serious repairs on the ignition units must be taken to an expert. Don't try to make them yourself. A study of your car's wiring diagram will be valuable at this point, for with it you can trace each wire to its respective terminal. Inspect the spark-plugs for cracked porcelains; clean and adjust the points that should be spaced the distance of a thin dime apart. Examine the wiring for rotted insulation, taping, and applying new wire when necessary. Clean and tighten all terminals and support-

ing wires that lack proper fastening.

Remove the cover of the ignition distributor, and use a fine flat file to smooth down the points, but don't remove more metal than is necessary. Adjust them when you are finished using the gage provided for the purpose.

Carbon brushes that stick can be loosened with a drop of gasoline. Weak spring pressure can be increased by pulling the spring apart with the fingers.

The steering wheel play may be taken up in the gears at the bottom of the steering-post. Tighten all knuckles and lubricate carefully. Should anything go wrong here when the car is under way, a bad accident is sure to result.

Drain the transmission and rear axle assembly with two quarts of kerosene to flush out each casing, and refill with a standard lubricant.

Go over the brakes carefully; clean them and fit new clevis pins if necessary. Adjust the brakes by jacking both rear wheels from the floor and allowing the engine to run with the car in high gear. See that both wheels stop the instant the brake is applied.

Lubricate every part as explained in your instruction book.

The differential, axle, and universal joints are difficult to get at, and are therefore often neglected. Get after them now and clean and lubricate each part carefully.

Look over the chassis and body. Tighten all loose bolts and nuts. The front axle rarely needs attention, but if there is too much end play, take off



Most "rattles" on a car are caused by just one thing—loosened nuts and bolts. Make it a point to find and tighten each one individually, then you won't be troubled with squeaks later on

The Thermometer The 100% Efficient Cook

"My Wife's strawberry jam"
Oh, MAN, what eating!

WHAT if one jar in a dozen "works." No housewife is a failure because of *that*.

But, suppose a canner putting up thousands of jars of preserves, or baking beans by the million, loses one jar or can in twelve. What would happen? Bankruptcy.

How is it then that your old-fashioned home cook—your idea and mine of the world's best, when it comes to "eat," doesn't show up too? Efficiency and the professional runner does!

Temperature (control) That's the answer

Formerly the housewife had to trust to experience 'guessing' or 'work' but today the canner and increasing thousands of modern housewives cook by the three *manometers* — the perfect and accurate results.

When a corn crier, or instance cooks, mechanical arms stir the corn in a huge kettle. A metal rod dips into the kettle too. It's like your finger, that rod. It feels how hot the corn is. It expands and contracts with the slightest drop or rise in temperature and signals back to a valve on a steam pipe. "Turn off the steam," it says, if the corn is too hot or "more heat," if the temperature is falling. And the regulator responds instantly by moving a valve.

That's the principal reason why one can depend on the general staff in as good as every other case of the same kind.

In hundreds of the large companies here and abroad *Spoo* Temperature, Inducing, Recording and Controlling Instruments are used. They are regarded as the standard of accuracy just as they are in hundreds of other countries.

There are over 8,000 different kinds of instruments in the *Free* line. At the left we list *Free* Instruments for home use. Ask your dealer about them. If he won't supply you, write to us direct sending dealer's name. Literature on any instrument or type of instruments in which you may be interested will be sent you promptly.

Taylor Instrument Companies

Rochester, N. Y.

There's a Form or Field Thermometer for every purpose.

**Keys Aide To Promoting
Health, Comfort and
Economy in the
Home.**

 Springer

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11

9. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$

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Figure 1d. Fe^{2+} and Fe^{3+} concentrations in the water column.

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Figure 1

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Some illustrations of how a modern company

the hub caps and adjust the bearing cones so that the wheels will turn easily without dragging. Fill the caps with grease. This will be forced through the bearings and will thoroughly lubricate them.

If when adjusting the wheels a grinding sound is heard in the bearings, take off the wheel. There may be a broken ball, a scored ball race, or a worn cone. Replace them with new.

Look to Your Storage Battery

Start the engine and note whether the ammeter indicates the proper charge, that the lights are burning properly, and that the storage battery shows a strength of 1.275 at least. If the battery has been left on the car all winter it is ruined, and if it shows no strength or the plates have turned white, take it to a battery station for overhauling. Hold your hand at the bottom of the radiator to see if it gradually grows warmer—this denotes

that the pump is working properly. Pull the throttle wide open quickly to see whether the carburetor needs adjusting. Listen carefully to the engine's sound the first few minutes.

An expert automobile and carriage painter can obtain the real "factory finish," but it's well to know how to do the work yourself and save the money.

When the surface is in good condition and it is desired merely to freshen the colors, clean off all dust, dirt, and grease with benzine or turpentine. Next sandpaper lightly to cut the gloss, and then apply one or two coats of a good automobile finishing varnish.

How to Paint Your Automobile

If it is desired to change the color, first thoroughly clean off all foreign matter with sandpaper, apply two coats of automobile enamel of the desired color, and varnish.

When the surface is in bad condition and the paint has been chipped or

cracked, remove all loose particles and prime such spots with lead and oil primer, composed of lead in oil thinned with turpentine and a little Japan drier. Allow it to dry for twelve hours. Deep cracks and dents should be plugged with filler and knifed on as you would use putty. Allow to dry eight hours, and sandpaper level. To even up the surface, apply one or two brush coats of the filler and surfacer, eight hours apart, toning down each coat with sandpaper.

Next apply one or two coats of good automobile enamel, and the job is done. If, however, an exceptionally high finish is desired apply a coat of automobile finishing varnish.

These various treatments, will give your car a factory newness.

Care in the operation of a car just after overhauling is as essential as in that of a new car. Don't forget that it takes only a few minutes of careless operation to cause great damage to your automobile.

Up the Amazon River with a Piece of Wire

By Anthony Fiala

TWO out of three of my canoes had gone under in the Rapids of the Devil, and with them had disappeared all my instruments, maps, and records.

Seven out of nine in the party had been thrown into the whirling, roaring waters, and had just escaped with their lives. I had gone under four times, and had been carried a mile down the cataract before I was saved by grasping the low overhanging branch of a great tree that stretched far out over the waters. Fortunately, one of the boats had escaped, and by its use the struggling men were rescued. The accident had occurred about four miles down river from our starting-place below the falls of the Papagayo, near the Indian village of Utiarity.

Utiarity consisted of a telegraph station, a storehouse, a few adobe huts, and about fifteen wickerlike structures in which the Indians lived. In the storehouse I found, to my delight, a copy of the nautical almanac for 1914, which I had left behind on our first start, an extra copy that I could spare at that time. I took this copy along, as reading matter, everything of that sort having been lost. Rather poor reading matter, and I little thought at the time how valuable it would prove later.

As we journeyed down that interminable waterway, with its never-ending forest-covered banks, its many rapids and cataracts, I was often troubled to know just where we were. I had noticed that the sun was approximately in the zenith. We were traveling north. At that time of the year, February, the sun was also traveling north. My nautical almanac gave me the position of the sun at noon at Greenwich. If I could find the time of apparent noon at our today stopping-place, and also be

able to determine whether the sun was in my zenith, it would be a simple matter to compute our latitude; for the declination of the sun at Greenwich, corrected for the difference in longitude, would give me the latitude



The wire was bent in the manner shown, and with the help of the sun the lost explorer found his location.

without further calculation. I knew our longitude, for I remembered the position calculated for Utiarity, and the river had flowed steadily northward, so that our longitude was practically unchanged.

After thinking the matter over, it occurred to me that I had a small piece of insulated copper wire in my pocket. I had carried it there ever since I had found it hanging to the outside of a small telegraph hut along the line of the telegraph trail while our pack train was crossing the Divide. It was not in use, so I detached it, thinking that a good piece of copper wire should not go to waste, and that it might be of value to me later. It was! The insulation was burned off in our noonday cook fire, and I rolled the wire flat between two stones and bent it into the form of a square, with

one side prolonged as a plumb-bob, as shown in the illustration. A part of the wire was bent into the form of a handle so that the contrivance could hang free and be acted upon by gravity.

When the sun seemed near the zenith, I suspended the little square from the handle, with the top wire pointing north and south. If the sun was still a little toward the east, shadows from both the top and bottom wires would be thrown on a paper held below. When the shadow of the top wire covered that of the lower wire, giving only one thin shadow line, I knew it was apparent noon at that place. Noon having been determined, I turned the square east and west, that is, at right angles to its former position, in order to determine whether the sun was north or south of my position. If one thin shadow of both wires was projected on the paper, the sun was in the zenith, and I had only to pick out the declination of the sun for noon at Greenwich for the day from my almanac, and correct it for difference in longitude, to find my latitude.

It was a great pleasure each noon-time, if the sun was shining, to work the little instrument of wire and determine my latitude. I had marked off the paper into degrees and half degrees on each side of a penciled meridian line, using the graduations of a compass owned by Lieutenant Loreado, the needle of which was just half the length of the plumb-bob wire of my instrument. These degrees served as half degrees for the instrument.

When we reached a point where we could meet with men again, I found maps, and was much pleased to see that several of the latitudes secured with the little rough instrument closely approximated the true latitude of our noonday halts.



Overhead 1100. by The Goodyear Tire & Rubber Co.

100% Goodyear-Equipped—and the G. T. M.

A growing conviction that the Goodyear analysis plan gave promise of ending their continual troubles with belts led the Toledo Cider & Vinegar Company to have a single drive studied by a G. T. M.—Goodyear Technical Man—and his recommendation for a belt given the benefit of a trial.

The G. T. M. did not say offhand, "Put on a Goodyear Belt." His first request was to see the drive for which a belt was wanted. He studied the actual conditions under which the belt must operate. He figured pulley dimensions, center-to-center distances, operating speed required. He noted that a belt to be successful in this plant must resist the action of vinegar acid. In a word, he went to work on the principle that a belt is an integral part of the plant's production line.

The results from the Goodyear Belt applied after this study made their own argument for an extension of the analysis to the entire plant. The G. T. M.-specified Goodyear Belt held the pulleys, where other belts—bought on the basis of taking whatever the jobber happened to have in stock—slipped, and lost power, and tied up units in troubles and delays that cost money.

100% Goodyear-equipped today—this is the result of expert study followed by the service that Goodyear Belts specified to their work always yield. On the press drives there are Goodyear Glide Belts. On the main-to-counter shaft transmission, and on pumping duty, are 5-inch, 4-ply Goodyear Blue Streak Belts—heavy, flexible and enduring. In line with the same principle of every unit's relation to the work of the whole plant, the G. T. M. specified 5-ply Goodyear Monterey Acid Hose for the conveying of the product pressed out under the action of the power carried by the belts. At the end of a full season's run, the Goodyear equipment shows practically no wear and has furnished new records for energy conserved and power transmitted.

Single drive or entire plant, the G. T. M. looks at any problem put up to him in the light of its relation to profitable production. And the Goodyear belt he recommends is chosen first for its ability to perform its part unfailingly, trouble-free, over a long period of economical service. The G. T. M.'s services are at your and your plant superintendent's command, without charge. Your profit and satisfaction from Goodyear Belts specified on the basis of his analysis are ample assurance of our return.

BELTING • PACKING  HOSE • VALVES
GOODYEAR

RADIATOR walls are made thin as paper and not over 1/16th of an inch apart. There are 14,000 joints that may leak. "X" Liquid makes a permanent repair everywhere. Quicker, safer and more economical than soldering.



A NEGLECTED water cooling system is being eaten away by Rust. Thick layers of Scale bottle up engine heat, causing steaming, overheating, scored cylinders, pitted valves and hundreds of dollars of expense. "X" eliminates and prevents Rust and Scale.



Overhaul the Cooling System this Spring

Use "X" LIQUID to repair all leaks and prevent new ones; to clean out all Rust and Scale and keep them out. "X" cuts upkeep costs.

MOST car owners give the engine a complete overhauling regularly—and unwisely neglect the cooling system.

Yet the water circulating system directly concerns engine efficiency. It is the breeding spot of much engine trouble.

Along about midsummer, Leaks—Rusts—and Scale may cause your motor to work at about 50% of its efficiency!

Do this today

Flush the cooling system thoroughly to get out the loose Rust and Sediment. Then pour a can of "X" Liquid into the radiator. Leave it there a few days. This will clean the cooling system walls from Rust and Scale now present. Drain the radiator. Save the "X" Liquid by straining through cheese-cloth. Pour back the "X" and no new Rust or Scale will form while the "X" is in the water.

Repairs leaks and prevents them

The same "X" that eliminates Rust and Scale also repairs all breaks in any part of the cooling system—radiator, pump, around motor-head gaskets, even cracks in the water-jackets. Makes a permanent repair that stands 2000 pounds pressure. "X" does more than soldering in quicker time and at far less cost.

Not a radiator cement!

"X" Liquid is a scientific chemical process and must not be confused with radiator cements, flaxseed meals, or "dopes" in powder or liquid form.

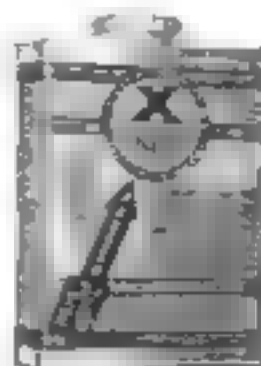
These may harm the system. "X" positively improves it! Get "X" Liquid from your dealer. Used by the U. S. Government, Standard Oil Co., Am. Tel. & Tel. Co., and others. Guaranteed to work—or money back.

Large Size, \$1.50

will do a \$25 repair job!

Ford Size, 75c

Write for proof of how one can of X Liquid did a \$150 repair job

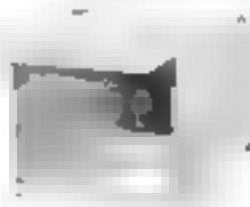
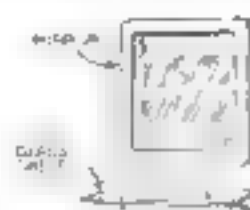


"X" LABORATORIES, 25a West 45th St., NEW YORK CITY
Pacific Coast Branch: 450 Rialto Bldg., San Francisco, California.

"X" Liquid makes all water cooling systems LEAKPROOF • RUSTPROOF • SCALEPROOF

The Packing-Box Turns Dressing-Table

AN adornment to any bedroom is this very useful dressing-table made from a large packing-box.



In these high-cost-of-living days a dressing-table made from a packing-box is very acceptable.

When papered inside with a pretty wall-paper, the box will serve admirably as a receptacle for shoes or small household articles.

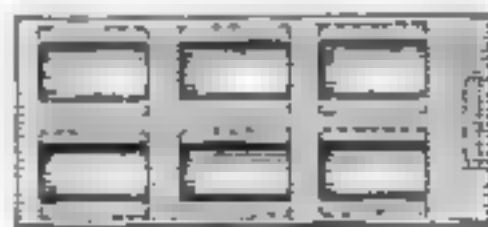
The top of the box is padded slightly and covered with cretonne, while cretonne curtains are fastened around the edge by brass tacks.

A mirror and a glass shelf complete the dressing-table.—LUCILLE E. CLOSE.

Keeping Small Bolts and Screws Conveniently

THE illustration shows a tray to hold screws, rivets, brads, bolts, and other small articles of assorted sizes.

It is made from a one-inch board and a collection of tin cans of medium size. The cans are cut lengthwise, leaving a tab on each side. These tabs are flattened out, and have holes



punched in them. When square holes of suitable size have been cut in the board, the cans are tacked securely to the under side so as to fit beneath the holes.

Sliding ways may be provided under a work-bench or a cabinet, and the trays made to slide in like a drawer. Each of the small receptacles being rounded on the bottom, small objects can be easily picked up with the finger.

If the hole in the board is a very little smaller than the can, small objects will not spill out, even when tilted.—H. F. GRINSTEAD.

Meeting the Gasoline Crisis

IN nineteen years motor vehicles have increased in number 60,600%. Motor fuel production has increased only 1,500%.

**AUTOMOBILES HAVE INCREASED FORTY TIMES
FASTER THAN GASOLINE PRODUCTION**

To get more and more gasoline out of petroleum, oil refineries have had to lower their standards. Gasoline is getting heavier and heavier. It is more like kerosene this year than ever before, it will be still more like kerosene next year.

But automobile engines are designed to burn the gasoline of five years ago—not the gasoline of today. They are hard to start; they waste fuel; they are inefficient. You can't burn big lumps of coal in a stove intended to use peacoal; you can't burn the gasoline of today in engines designed to burn the gasoline of yesterday.

Professor Fishleigh of Michigan University has shown that out of a dollar's worth of gasoline most engines get only ten cents worth of useful work.

Now the engineers of Chalmers Company decided several years ago that engines must be improved so as to burn gasoline of today—not to waste it. Two years ago they gave the world the Chalmers Hot

Spot engine with the Ram's-horn intake manifold.

What is the Hot Spot? What is the Ram's-horn?

Present day gasoline doesn't vaporize easily—doesn't produce "gas." Whole drops of gasoline are sucked into the cylinder through the intake manifold. In the Chalmers engine the gasoline wholly or partially vaporized strikes the Hot Spot before it enters a cylinder. Instantly the drops are changed into "gas." Not raw fuel, but "gas" is fed to the engine—something which will burn.

The Ram's-horn intake manifold makes it easy for this pre-heated, completely vaporized fuel to enter the cylinders. It is shaped like a ram's horn in order to get rid of sharp corners. Every gas is composed of billions of molecules. Those in vaporized gasoline rush into the engine at the speed of 100 miles an hour. They must not be stopped suddenly by a corner. The Ram's-horn makes it easy for them to enter the cylinders.

CHALMERS MOTOR CAR COMPANY, DETROIT, MICHIGAN

CHALMERS MOTOR CO. OF CANADA, LIMITED, WINDSOR, ONTARIO

MAXWELL MOTOR SALES CORP., EXPORT DIVISION, 1608 BROADWAY, NEW YORK

The Hot Spot and the Ram's-horn do this:

1. They make it easy to start.
2. They give you more miles per gallon of gasoline.
3. They reduce carbon deposits in the cylinder.
4. They make it impossible for raw, unburnt fuel to drop down into the crank case and "cur" the lubricating oil.



Selecting the Right Bolt at a Moment's Notice

THE construction of a bolt, nut, and washer rack that may be either secured to a wall or placed upon a bench is shown in the accompanying illustration. The washer rack consists of a piece of wood, A, about 2 by 4 in., into which are driven pieces of



With the rack here illustrated you can select immediately the particular bolt or nut you desire.

$\frac{1}{2}$ -in. round stock corresponding in number to the different sizes or varieties of washers used in the shop for which it is built.

The end pieces B B, cut from 1-in. wood, are nailed or screwed to the ends of A, and near the bottom a series of wooden bins are built in for holding a variety of bolts and nuts. The sizes of bolts and washers are marked on the edges of the rack, making it possible to select a wanted size bolt, nut, or corresponding washer in a moment.

Two Useful Suggestions for the Motorcyclist

A MOTORCYCLIST of experience never goes out without having prepared himself for any emergency. He carries as many duplicate parts of his machine as is convenient, and he carries whatever tools may be neces-



A convenient holder for small parts made from a piece of inner tubing vulcanized at one end is easy to put them on. Two helpful ideas are shown in the accompanying illustrations.

One illustration shows a good way to carry such small parts as bolts, nuts, chain-links, and the like. A small length of an old inner tube from a motorcycle is cut off, and one of the ends of this length is vulcanized together. The parts may then be placed in this, and the open end of the holder can be folded down and secured by a rubber band—or, better still, by a

The Measure of Quality

CHASE

Leatherwove

MADE BY SANFORD MILLS
SANFORD, ME

AFTER years of scientific research and experiment *Chase Leatherwove* was produced to fill a much needed want—an appropriate and proper material for upholstery purposes.



For Motor Car, Furniture, Carriage and Boat Upholstery

Characteristics not found elsewhere have been given to *Chase Leatherwove* by special processes. It is the better upholstery material of today—durable—especially tough though pliable—distinctive and rich in appearance; water proof; easily cleaned; economical.

Re-upholster with Chase Leatherwove. An inexpensive amount of *Chase Leatherwove* will do wonders. The results will please you.

Take several other nationally known products bearing the "Chase" trademark, *Chase Leatherwove* is strictly a high-quality, reliable and honest product.

L. C. CHASE & CO., BOSTON,
NEW YORK CHICAGO SAN FRANCISCO PHOENIX
Leaders in Manufacturing Since 1917

THIS IS A CHASE PRODUCT

Why the Notches?

The notches or side vents in a Kelly Caterpillar tire are not put there for ornament.

They serve a very definite purpose—several, in fact.

They give greater traction. They enable the tire to grip the road surface. A Kelly Caterpillar can roll serenely over a road on which the ordinary tire would be helpless without chains.

They greatly increase the tire's resiliency. In a Caterpillar the rubber displaced under load pressure has somewhere to go, and it goes there quickly.

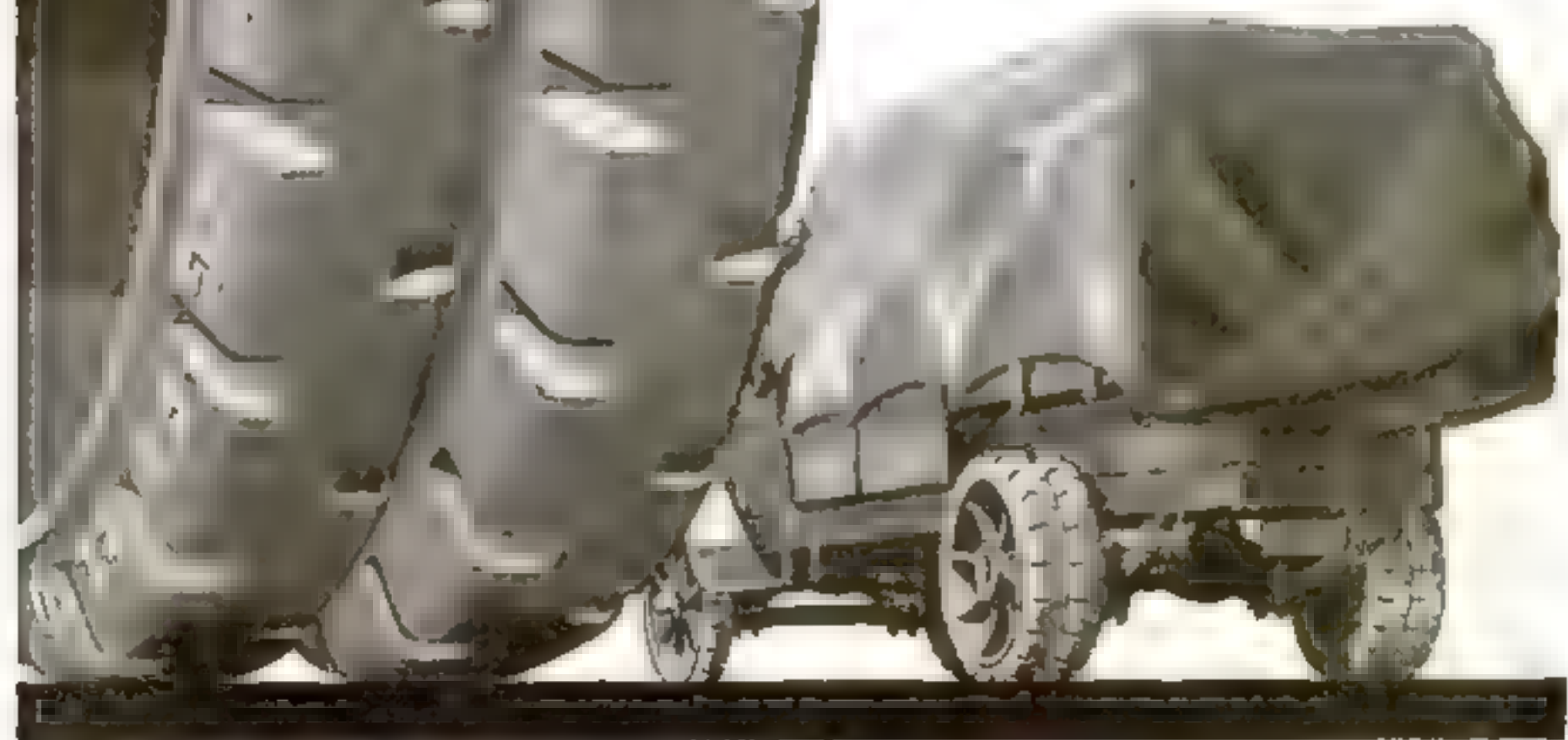
The traction wave is practically done away with. It is broken every few inches so that it has little opportunity to damage the tire or hold back the truck.

These are merely the advantages which the notches add to a tire that even without them would be in a class by itself.

Kelly-Springfield Tire Co.

GENERAL SALES DEPARTMENT

New York, N. Y.



KELLY SPRINGFIELD TRUCK TIRES



"It's a WDC" TRADE

The man who knows pipes is quick to recognize the finer points of a WDC.

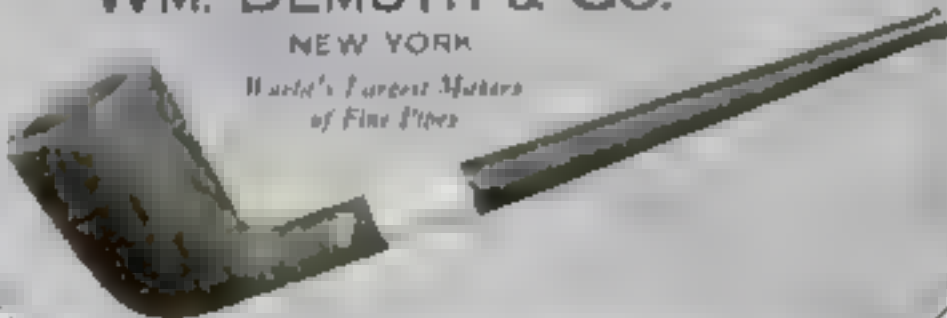
He sees careful workmanship in every line. He appreciates the improved smoking qualities that Demuth seasoning gives.

Genuine French Briar.

Your dealer carries and recommends the WDC.

WM. DEMUTH & CO.
NEW YORK

World's Largest Makers
of Fine Pipes



WANTED

Representatives in Every Factory

For all the world's largest plants at the time in new machines and tools. Many of the new ones now from the old had a-ah. We are looking for representatives to every factory to do exactly. It will be a great job. If you wish, send your resume to: **POPULAR SCIENCE MONTHLY, 225 West 29th Street, New York**

How to Make Wireless Instruments

A new book that fully describes the construction of spark wire, etc. and apparatus. Just the thing for the amateur. Illustrated. Price postpaid, 25c. **Book Dept., Popular Science Monthly, 225 West 29th St., New York City**



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small catch such as might be taken from an old bicycle tool-bag. A holder such as this will keep all the parts safe and clean. When folded up, it will fit in any corner of the motorcycle tool-box.

No special wrench need be carried for taking off such parts as are ordinarily inaccessible to the monkey-wrench. The ordinary wrench may



A wrench, in conjunction with a flat-nose plier, removes parts that could not be taken off by the wrench alone.

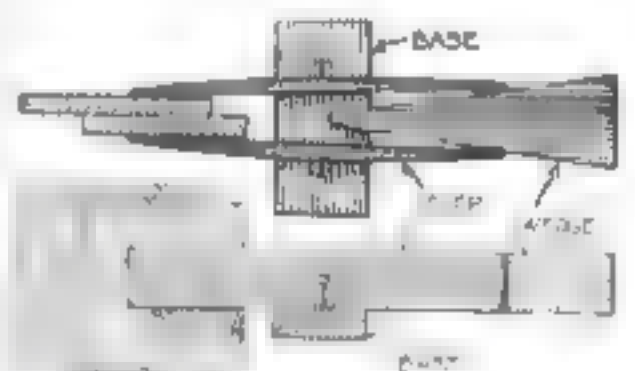
be used in conjunction with a pair of pliers in the manner shown in the illustration. Here the air-valve casing of the carburetor is being removed when usually the wrench alone has not enough

leeway to allow it to turn the casing at all. The head of the casing is simply grasped by the pliers, the monkey-wrench is fitted over the pliers near its joint, and by twisting on each of the two the parts may quickly be removed.

How to Make a Bench-Clamp that Will Hold

WHEN two boards are to be held together for any length of time and a screw clamp is not handy, build one like the following and it will do good service.

Form a base of hard wood in about the proportions shown in the illustration, and set in two long screws somewhat farther apart than the pieces to be clamped together. Then whittle out two levers of hard wood about $\frac{3}{8}$ in. wide in the middle and



A clamp that is very easy to make and very serviceable to have about any work-bench.

slightly tapering toward the ends. One side is straight and the other slightly curved. Set these between the screws and place the pieces to be clamped between them. Next drive a hard-wood wedge between the opposite ends until they spread sufficiently to grip the pieces tightly together.

To insure the clamp gripping without the possibility of slipping, roughen the inside surfaces of the levers and the edges of the wedge so they will not become easily polished with use.—**L. B. ROBBINS.**

Going to bed in style!

Faultless
SINCE 1881

Pajamas & Night Shirts
"The Nightwear of a Nation!"

ROBERTSON & CO. CHICAGO

Baltimore, New York, Cincinnati



Rest assured—



Projecting the world through a lens

THE motion picture and the stereopticon—made possible by lenses! Lenses to record history or story, lenses to project them! Approximately 120,000,000 feet of film shown by them daily to millions of people in America's theatres!

And through lenses we are whisked o'er the seven seas—into dreamlands and real lands—into the midst of raging battle, or into the peaceful love of a childish paradise.

And through lenses are flashed upon the screen the miracles of growing plant life and the secrets of the microscope, made still larger that all may see.

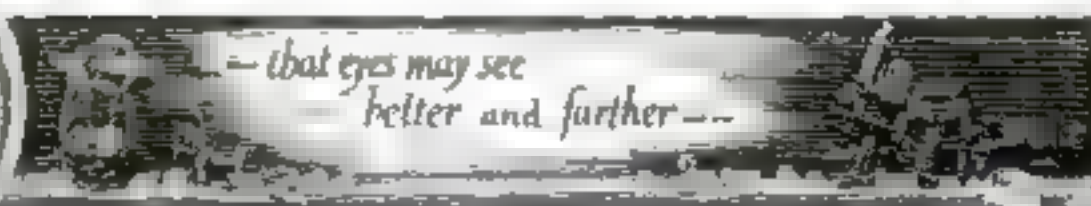
All the strange, new worlds within worlds—the worlds of industry, of medicine, of fiction, of love, of war, of truth—all these are brought to all the people, because there are lenses—those bits of marvel glass, marvelously ground—that do weird things with light.

That this institution has been the leader in lens and other optical development since the middle of the last century, is our incentive to maintain that leadership and do even more, "that eyes may see better and farther."

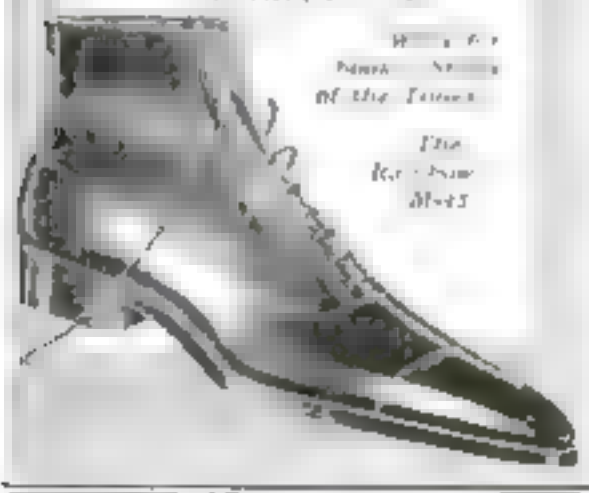
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Ask your dealer about Onyx.

GARCO

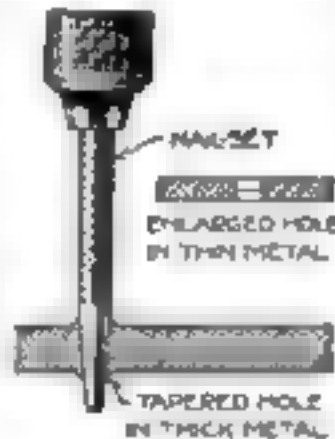
ASBESTOS
BRAKE LINING

BOLT

NAILS WITH HEADS
FILED OFF TO FIT
HOLES IN WAVE

Set the nails in the valve, place the palm of the left hand over the top of the shank to hold it down on the valve, and rotate the grinder back and forth by the handle held in the right hand.—THORNTON HALLETT.

If the metal is relatively thick, the holes thus produced will have a distinct taper. This can be offset by reaming first from one side and then from the other. If this is done in thin sheet metal, the taper is greatly reduced.



This method is often particularly valuable in threading holes for tapping, when the proper drill is not to be had and all that is necessary is to widen a hole that is too small to permit the point of the taper tap to enter.

STAMPS AND COVERS

Telephone 171-25 rents paid
for Science Monthly, 215 West 34th Street, New York.



Teaching the Army to Coronatype

THIS official photograph shows part of a **TRAINING CLASS** of commissioned officers at Camp Allen, N. J., being trained to coronatype their army paperwork with military precision and accuracy.

The reason for this is Corona by the United States Army. The Army's experience with this machine is so extensive that it is a **STANDARD** piece of equipment by a **UNITED STATES** order, is well attested by the fact that **Corona** has become part of the standard equipment of company clerks.

Aside from its convenience and portability, Corona's reputation for reliability is largely responsible for its rapid increase in use. Corona is marked in the and most of the **the** machine's other, in the quantity of its use, and, for its **as** convenient as the comparison and confidential secretary's **the** traveler. For business or personal correspondence, for reports, manuscripts, memoranda, you will find Corona invaluable, whatever and whenever you write.

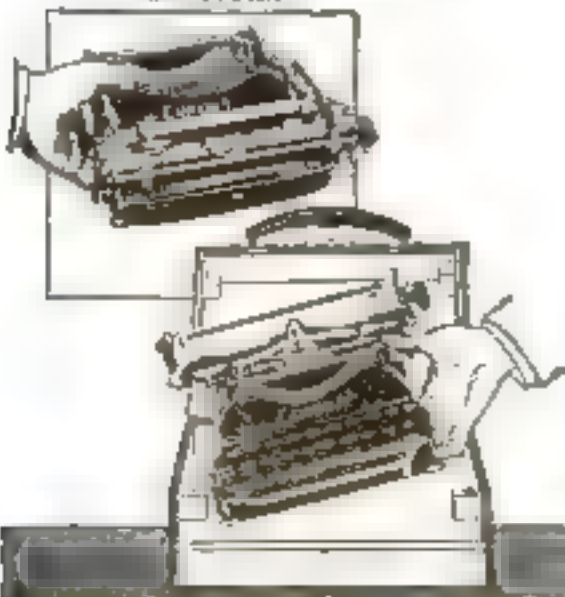
CORONA TYPEWRITER COMPANY, INC.
GROTON, NEW YORK

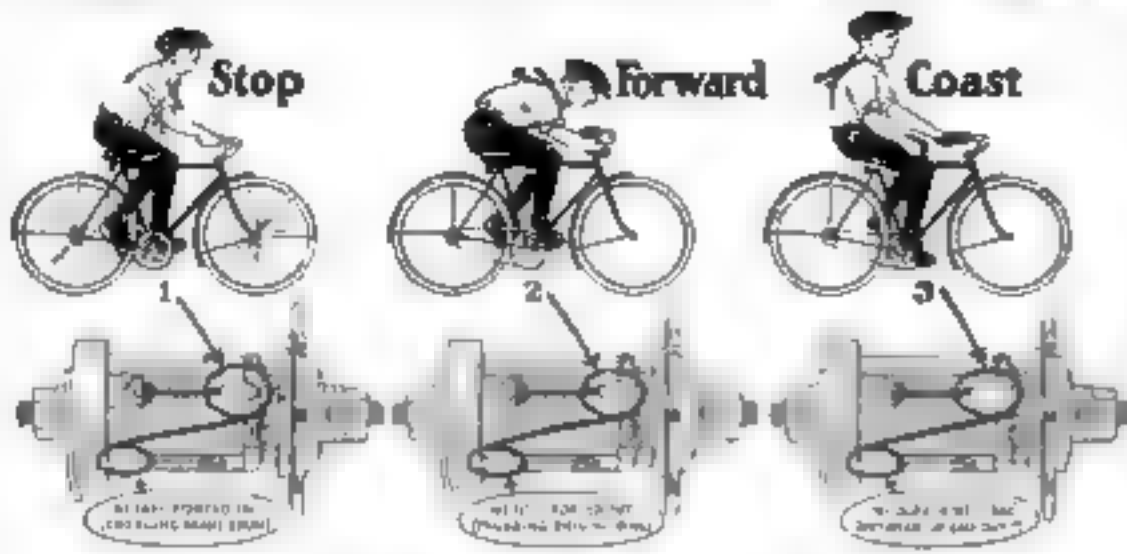
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CORONA

The Personal Writing Machine

\$50
with carrying case





A Morrow Brake Does All Three Right

You wish to *stop* your bicycle. That is easy if it is equipped with a

Morrow
STURDY SURE
COASTER BRAKE

Simply back pedal. Four small wedges, two acting from each end, will expand the brake drum. Thus the bronze "brake shoes" on the drum are brought into contact with practically the entire inner surface of the steel hub, and your bicycle is stopped—instantly or gradually, as you choose.

You wish to go forward? Just pedal forward and the wedges will be forced outward, leaving the "drum" neutral, and expanding two "driving rings" which in turn, "take hold" of the inner surface of the hub and drive your "bike" forward.

You wish to *enjoy* just let your foot remain idle. The rear sprocket will be nonrotative, leaving the "drum" and a driving ring neutral, and you will enjoy smooth, almost frictionless coasting.



ECLIPSE MACHINE COMPANY
ELMIRA, NEW YORK



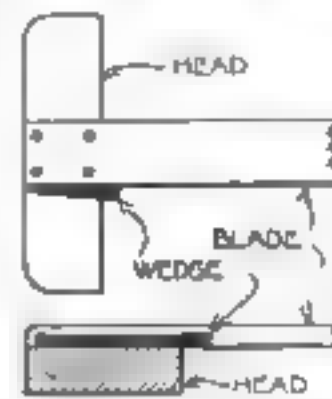
Demand the MORROW on the next Bicycle you Buy

7 Reasons for the Morrow

- 1 Working surface is 1 to 1.5 m—much larger than other machines.
- 2 Drive system is forced synchrony by two weights at each end knowing even break up distribution with relative inner hub surface.
- 3 Because breakaway being rather than drive unit surface, slip somewhat easily.
- 4 For forward pedalling, the blower responds instantly and positively.
- 5 Motor built for spring and other features, but cannot move easily.
- 6 The blower is strong and sturdy, in wheel and base work.
- 7 Kinetix does excellent job, followed by a dual seat, good handling, perfect service.

An Adjustable Table for the Draftsman's T-Square

DRAFTSMEN can make a T-square with an adjustable blade. The head, which should be carefully made from some hard wood, such as birch or black walnut, has a router-



Here is a useful piece of apparatus for the draftsman, which can be made at home

ed depression a little wider than the width of the blade. One edge of this mortise is at right angles to the working edge, while the other is slightly inclined at an angle, in order to accommodate a narrow wedge between it and the

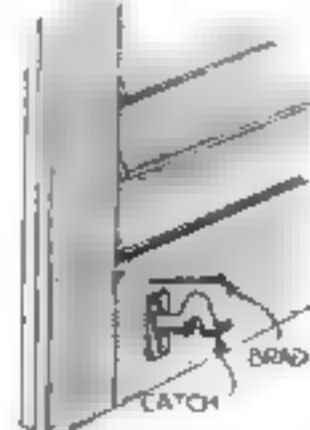
blade. The blade is fastened to the head by screws, but is further forced against the square edge of the mortise by the wedge. By beveling the broad end of the latter at its under side and rounding the outside corner, the wedge is kept off the drawing-table.

In making the square, the mortise should be routed out before the curve of the head is shaped. Care must be taken to keep both edges of the mortise exactly straight. The head is then shaped, the blade set in without putting in the screws, and the square tried out on the drawing-table. The head is trued up with a jointer

This type of square has the advantage that the blade, while easily removable, is held to true with an unusual degree of accuracy and rigidity. A blade that has become injured or warped can be taken out, and when replaced will automatically come to true. The blades seldom work loose on the head, but should this happen a couple of tape against the end of the wedge sets it up absolutely tight.—HENRY SIMON.

How to Prevent Sparrows Roosting on Blinds

A SIMPLE means of preventing that city pest, the sparrow, from



Drive a nail over the catch in your blind and make Mr Sparrow roost elsewhere.

sitting upon
blinds and
twittering out-
side of your
window all day
long is to drive
a wire nail
about 1/16 in
in diameter
into the blind
1 in. directly
over the catch
where the spar-
row roosts.
This makes the
sitting place
too small for

the bird without in any way interfering with the opening and closing of the blind. —C. H. SMART

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New York

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 inside. Attach it to your Phonograph and transmit music, etc.
 to distant points. The best Transmitter for Local and Long
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GENCO

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"How's the razor this morning?"
asks your barber

He wouldn't ask you, if his razor pulled or scraped. It doesn't, because he's using a regular razor of the GENCO type—and he stopped it before he began to shave, just as you could stop one to shave yourself. It travels over your face so smoothly because it has been stopped. Any barber will tell you that a perfect shaving edge can be had only on a regular razor and by stopping. That's why barbers all use regular razors.

Anybody Can Stop a Genco Razor

It's easy, because every GENCO Razor is especially designed to stop. Its back is broad, its blade is hollow ground—ground with a slight but vitally necessary bevel right behind the edge. These three

features compel every GENCO to meet the stop at the right angle. A few light strokes and there you have a regular professional shaving edge.

Go to your dealer and ask to see a GENCO. Look for the features mentioned. Notice the beautiful steel in it—hand-ground, perfectly tempered, good for a lifetime. You'll be surprised at the reasonable price charged for such a good razor. That same keen, business-like blade every morning will save you a lot of time and money.

You'll buy one, because it looks right, feels right, and perhaps because of our sweeping guarantee—"GENCO Razors must make good or we will." And, after shaving with it, you'll boast of it as a find.

If your dealer hasn't GENCO Razors, write to us for one

Geneva Cutlery Corporation

67 Gates Avenue, Geneva, N. Y.

Largest Manufacturers of High-grade Razors in the World



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Note how GENCO Razors meet the stop in just the proper way to assure a perfect shaving edge. The bevel lends backbone to the edge and guides it on the stop.



For the out-of-doors days

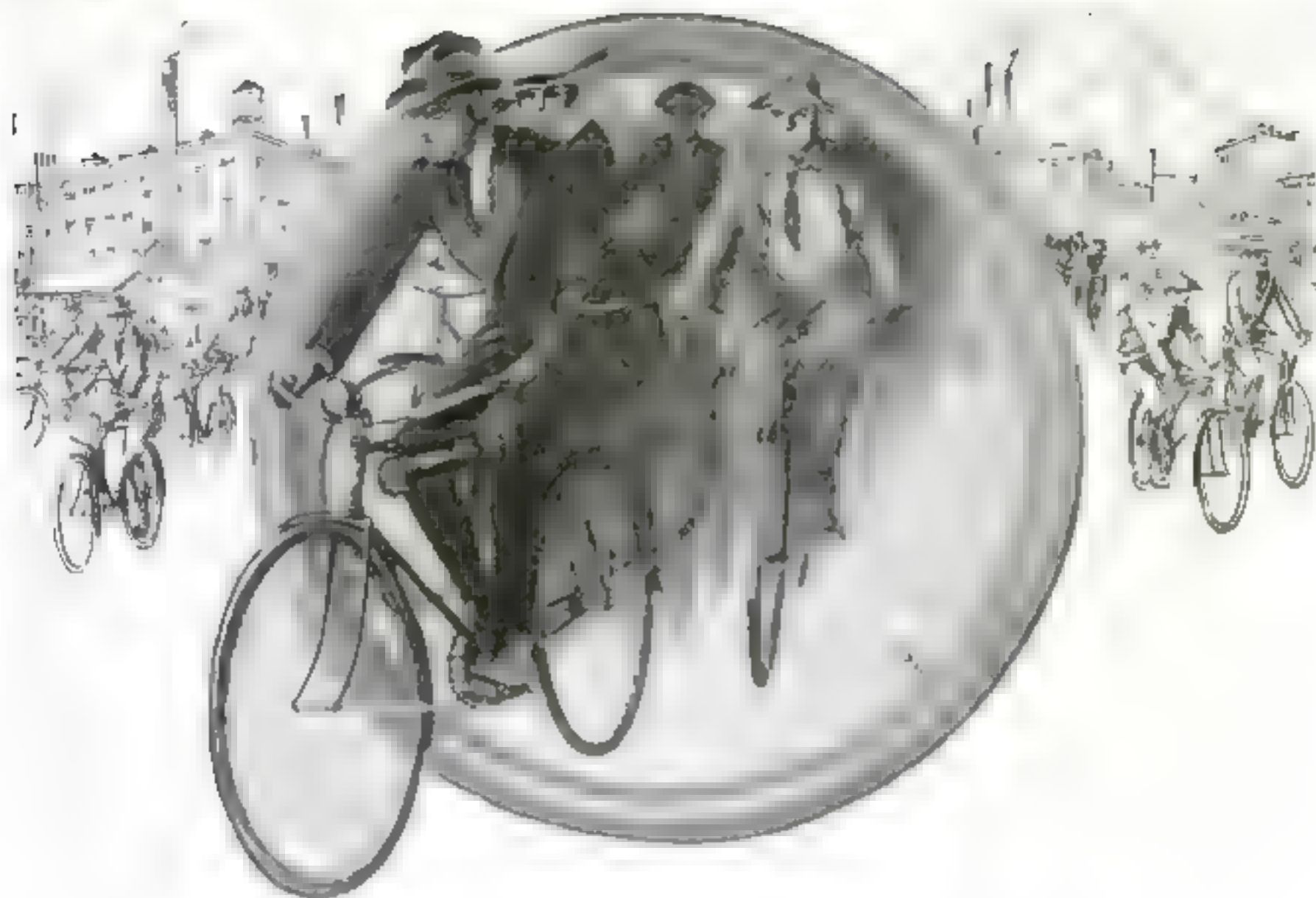
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*greatest overall value ever put
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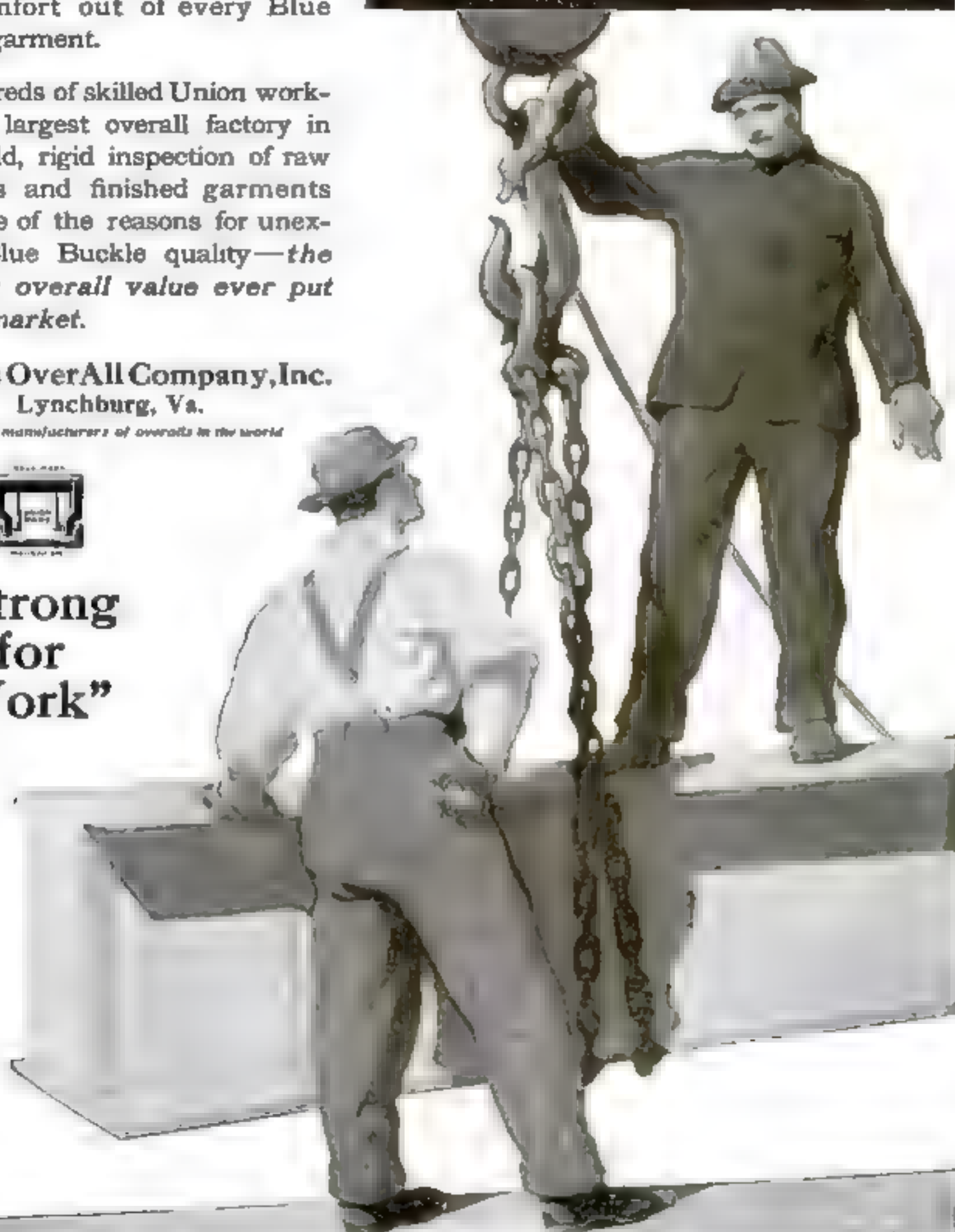


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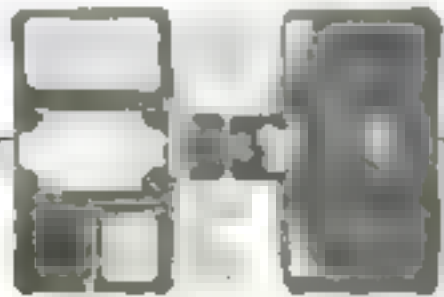
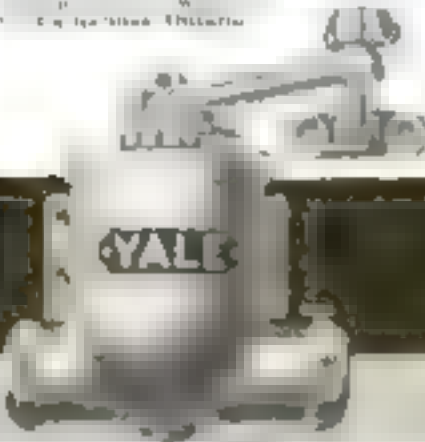
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Things I Made that Reduced the High Cost of Living

The Popular Science Monthly will
pay fifty dollars for the best answer

WHAT new use of a mechanical appliance or machine did you make for the purpose of reducing the high cost of living? We know of one fellow that transformed his coal furnace into an oil burner. Another made an ice-less refrigerator. There are, of course, many other things and we want to know in how many practical ways we can reduce living expenses. Tell us! **THE POPULAR SCIENCE MONTHLY** offers three prizes, a first prize of \$50, a second prize of \$25, and a third prize of \$15, to be awarded in accordance with the rules set forth below:

Rules Governing the Contest

(1) Contestants are not limited to the number of methods of reducing the high cost of living, but only one method can possibly win the first prize, only one the second, and only one the third. The contest is open to everybody.

(2) The method must be clearly shown either in a photograph or in a drawing. If a drawing is sent in, it need not be made by a skilled draftsman. It is sufficient that it should be intelligible. While pencil sketches will be considered, contestants are requested to make their drawings in ink on heavy white paper. The views should be sufficient in number to set forth the use of the appliance very clearly. The contestant's name and address should appear on each sheet of drawings.

(3) The drawings or photographs must be accompanied by a description, preferably typewritten, in which the method is clearly given. It must be written on one side of the paper only, and it should not be more than 500 words in length. The name and address of the contestant should appear in the upper left-hand corner of the first sheet of the written description.

(4) The drawings and description entered by contestants must be received by the **POPULAR SCIENCE MONTHLY** not later than 5 p. m. on Friday, April 30, 1920.

(5) The judges of the contest will be the editors of the **POPULAR SCIENCE MONTHLY**.

(6) The first prize of \$50 will be awarded to the contestant who, in the opinion of the judges, has suggested the simplest and best method of reducing the high cost of living.

The second prize of \$25 will be paid to the contestant who submits a method next in merit.

The third prize of \$15 will be paid to the contestant who submits the method third in merit.

(7) The winners of the contest will be announced in the earliest possible issue of the **POPULAR SCIENCE MONTHLY**. A description of the methods which win the three prizes offered will duly appear in the pages of the **POPULAR SCIENCE MONTHLY**, together with the names of the winners.

(8) The editors of the **POPULAR SCIENCE MONTHLY** shall have the right to publish meritorious manuscripts which do not win a prize. The regular space rates will be paid to the contestants who submit the manuscripts thus selected.

(9) When a contestant submits more than one method, the description and drawing by which each is set forth must be sent as a separate unit.

(10) Manuscripts or drawings will be returned to contestants if stamps are enclosed.

(11) Send drawings and specifications to the High Cost of Living Editor, **POPULAR SCIENCE MONTHLY**, 225 West 39th Street, New York City.

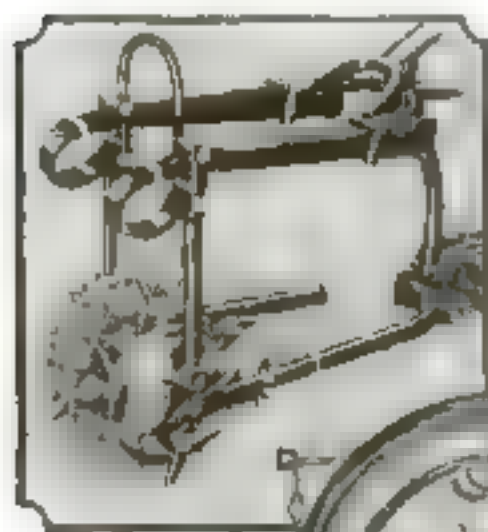
The INDIAN leads in exclusive comfort features

Perfect riding comfort, regardless of the roads traveled, is a bred-in-the-bone characteristic of the Indian Powerplus with the Cradle Spring Frame. Ride at a walking pace or "go it" at a sixty mile clip and the result is the same: You get all the enjoyment the route offers.

The Cradle Spring Frame is perfect from the mechanical standpoint. It is unique in the motorcycle field as a protector for both rider and machine. And it is thoroughly and exclusively Indian.

No matter how abrupt or how numerous the road jolts may be, the Cradle Spring Frame converts every shock into a buoyant gliding impulse that exhilarates.

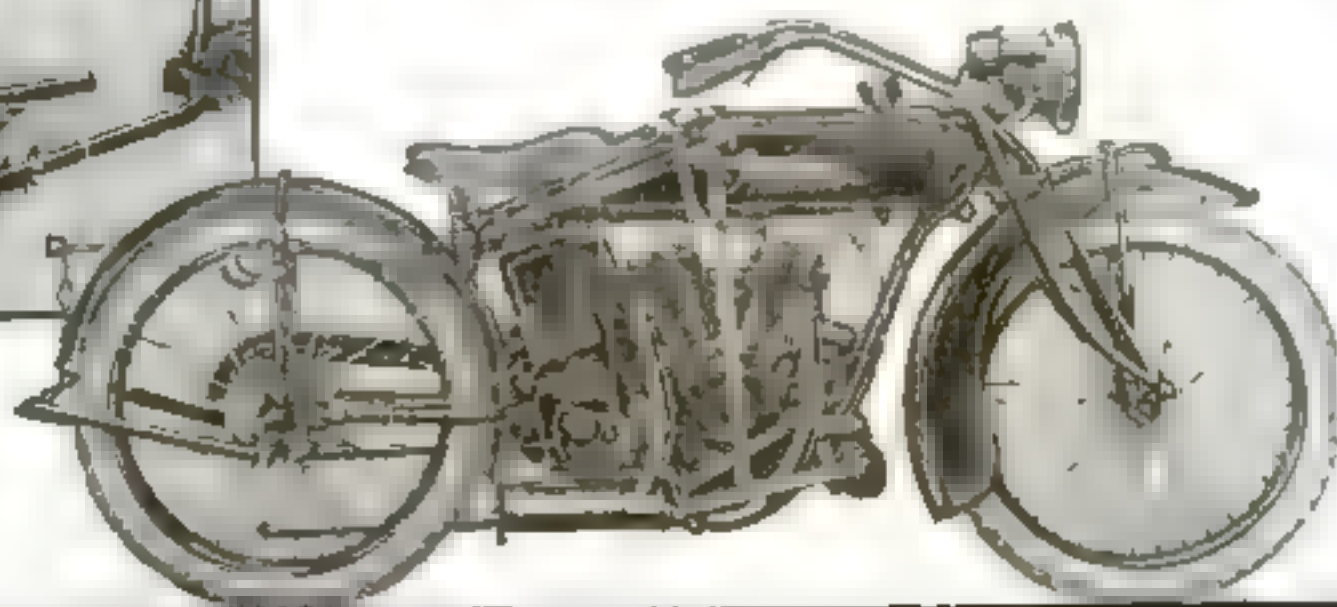
Technical knowledge is not needed to appreciate the Cradle Spring Frame. Observe that the forward end of the horizontal fork is pivoted to the main frame, permitting the fork and wheel to move up and down in the arc. Thus, every jolt is absorbed directly by the resilient steel springs.



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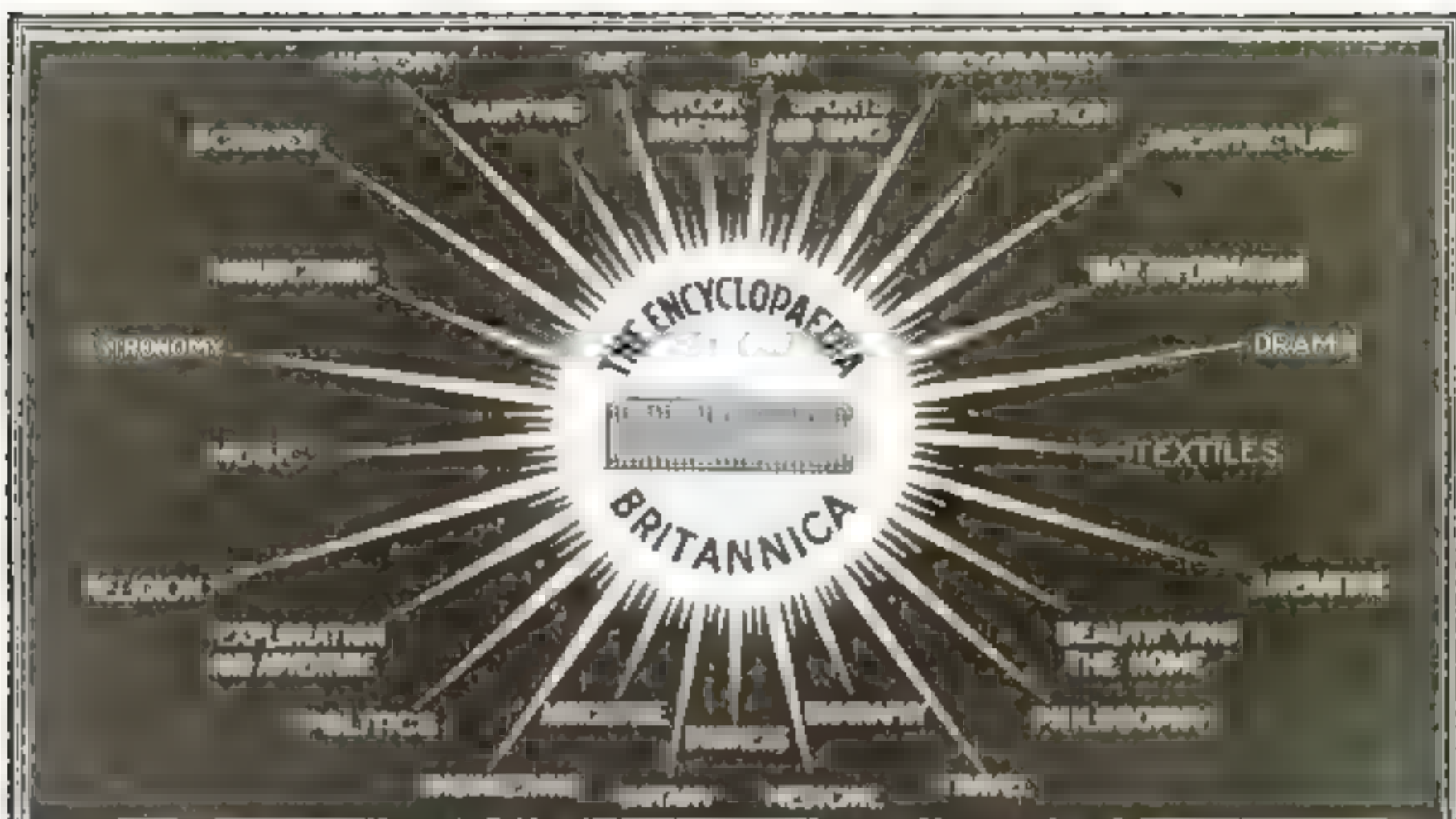
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Indian Motorcycle

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6 LANDON STUDENTS WITH ONE NEWSPAPER ORGANIZATION



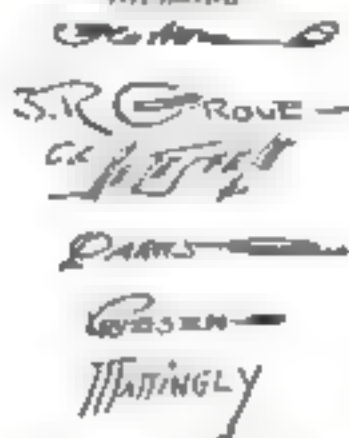
Landon Picture Charts Make Drawing Easy to Learn

Landon Picture Charts explain the unusual success of the Landon School in developing successful artists. These charts are covered with hundreds of sketches showing you just how a process, step-by-step, in drawing only in 10 heads, but the highest art work and all kinds of beautiful modern work. You are bound to learn if you follow these charts.

The charts are in the shape of a book, which students all in the Art Department use. A. E. S. Blosser, first artist in the department, has been in the department for 10 years. R. Grove, second artist, has been in the department for 10 years. Parks, third artist, has been in the department for 10 years. Detschold, fourth artist, has been in the department for 10 years. Mettling, fifth artist, has been in the department for 10 years. The charts are in the shape of a book, which students all in the Art Department use. A. E. S. Blosser, first artist in the department, has been in the department for 10 years. R. Grove, second artist, has been in the department for 10 years. Parks, third artist, has been in the department for 10 years. Detschold, fourth artist, has been in the department for 10 years. Mettling, fifth artist, has been in the department for 10 years.

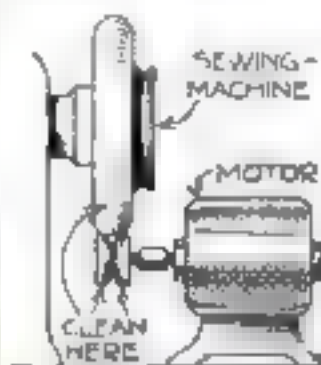
The Landon School 1161 Schofield Bldg. Cleveland, O.

Direct N. E.
There is a photo of a student who has been in the department for 10 years. A. E. S. Blosser, first artist in the department, has been in the department for 10 years. R. Grove, second artist, has been in the department for 10 years. Parks, third artist, has been in the department for 10 years. Detschold, fourth artist, has been in the department for 10 years. Mettling, fifth artist, has been in the department for 10 years.



Why That Sewing-Machine Motor Slips

ONE of the troubles that sometimes mar the operation of a sewing-machine motor which drives through a friction pulley is the slipping of the pulley.



Get the most out of your sewing-machine motor by overhauling it once in a while

Usually an effort is made to stop the slippage by tightening the tension of the spring. As a rule, however, it will be found that the trouble is due to a very thin film of grease or oil lodging on the balance wheel of the machine and the face of the pulley.

Usually this results from contact of the operator's hand with the wheel of the machine.

Clean the wheel and the pulley face thoroughly with a little gasoline, or even with a dry cloth, which will take a little more rubbing. In nine cases out of ten this will stop the slipping.

Too much oil on the motor bearings will result in an oily film, and this causes the slipping. A spring that has become too tight will cause undue wear of the bearings.

Clean the commutator occasionally with a bit of dry, lintless cloth on the end of a small stick while the motor is running, being careful not to let the cloth get caught.

Do not sandpaper the commutator or scrape it, and under no circumstances put oil on it. — HOWARD GREENE.

To Get the Most from Your Ice-Cream Freezer

ONE of the household appliances that needs oil and seldom gets it is the ice-cream freezer; yet the judicious application of a lubricant materially lessens the labor of cranking.

Use the heaviest oil available or, better yet, grease. This will prevent the lubricant from running out. Vaseline may be used. Lubricate the shaft bearings, the wooden handle, the sockets and bearings in which the gears turn, the teeth of the gears, and the socket at the bottom of the tub in which the container turns.

The number of places where there is friction is a little surprising, and in the aggregate they can cause much extra work if run dry. — HOWARD GREENE.

You wonder why the ice-cream freezer works hard. Oil it and note the difference

lubricant from running out. Vaseline may be used. Lubricate the shaft bearings, the wooden handle, the sockets and bearings in which the gears turn, the teeth of the gears, and the socket at the bottom of the tub in which the container turns.

The number of places where there is friction is a little surprising, and in the aggregate they can cause much extra work if run dry. — HOWARD GREENE.

Wrestling Book FREE

Frank Catch and Farmer Burns all you need to know about wrestling. This book is a complete guide to the sport. It contains all the secrets and tricks of the trade. It is a must for every wrestler. Write for your free copy today.

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BUELL EXPLOSION WHISTLE
A touch of a second may mean an accident. The explosion whistle Buell makes instant action. It is a must for every car. Write for your free copy today.

Rider Agents Wanted

MEAD Cycle Company
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EASY Payments
SEND NO MONEY today

Wire Insulation Made from Tire Filler

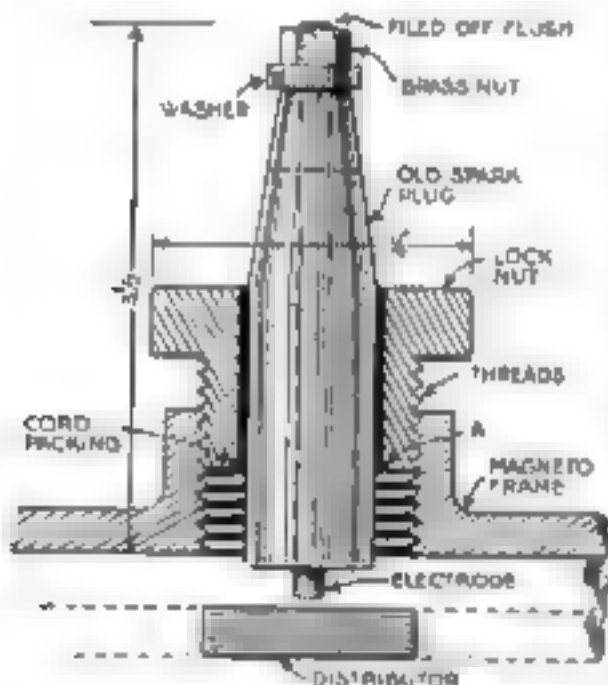
SOMETIMES a wire insulation has become so worn that the copper is exposed. A break of this kind cannot easily be wrapped with tape.

In such cases a small quantity of good tire filler worked into and around the chafed wire will make a fine substitute for insulation. Where double-contact lamps are used and the wires fit close together, as in the Ford type of headlight, the filler can be pressed around the wires and the cap screwed on. This also holds the wires firmly.

Repairing a Magneto with Spark-Plug Porcelain

TO repair a magneto that has a faulty brush-holder or "brush nipple," follow this simple and cheap method.

The brush-holder is usually made of rubber or composite, and is bored out in its center, the hole containing a carbon brush and a spiral spring for



How an old spark-plug porcelain can be inserted into a magneto to remedy short circuits from defective brush-holders.

tension. Frequently this holder may fracture and its threads wear, or perhaps the bearing becomes so loose that rain water leaks past into the junction of the brush and armature. This causes a short circuit, which results in a defective engine.

An extremely efficient way to repair this defect is to remove the old composition holder and insert the porcelain of an old spark-plug with its lock-nut into the brush-holder. Ordinary cotton string may be used for packing, and the central electrode should be filed off to the proper distance from the magneto distributor, so that the spark is transmitted as before.

The electrode must just barely clear the brass of the distributor, and the adjusting may be done by more or less packing in the lock-nut shown in A. P. P. AVERY.



NATURE has revealed the means through which softening of water has been made practical for every use. Factories, shops and other industrial establishments now save literally millions of dollars that were wasted by use of hard water.

And for the home—greater comfort and refinement. Water as soft as falling rain yet free from the taste and odor and grime of rock and trees, water that is beneficial to skin and complexion, that leaves the hair fluffy and soft and comfortably clean—this you can now have, flowing to every faucet.

REFINITE

Nature's Water Softener

The Refinite Water Softener is a system perfected to utilize Nature's own water softening mineral, Refinite. It attaches to the supply pipe in the basement. Water needs only to pass through a bed of Refinite in this system to be freed of its troublesome lime and magnesium hardness.

In laundries and the laundry department of hotels, homes and institutions Refinite soft water does the washing and dyeing more efficiently. It fully doubles the life of clothes, makes possible the laundering of woollens, silks and other delicate fabrics not formerly so limited. In textile mills it enables dyeing operations to proceed dependably, improves the quality of the products. In steam power plants it prevents boiler scale, saving fuel, labor and equipment.

The Refinite system occupies little space—Requires no expert supervision—Is easily installed—Very reasonable in price.

There's use for your use. Let us tell you about it—no obligation. Address our nearest office.

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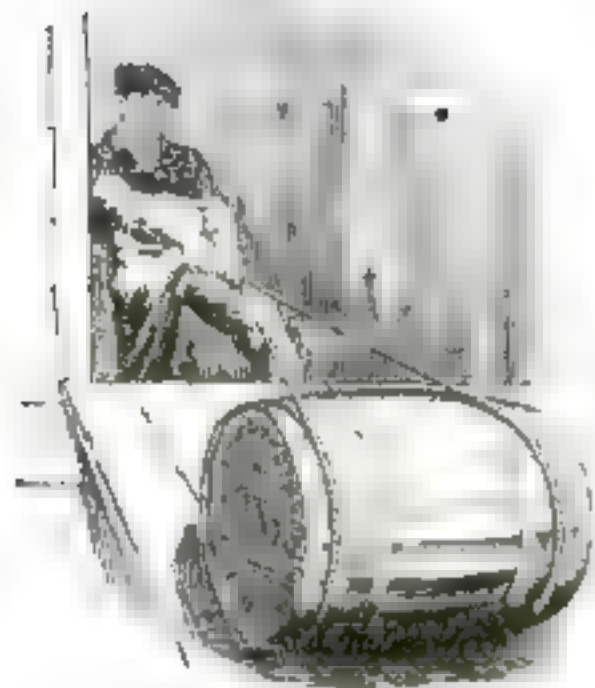
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Getting a Heavy Barrel Up an Incline

ONE man can ordinarily handle a heavy barrel when it is on a level plane, but it is difficult to force it up an incline.

If a long rope is used as shown in the



No difficulty is encountered in pulling a barrel uphill if you use the method described here.

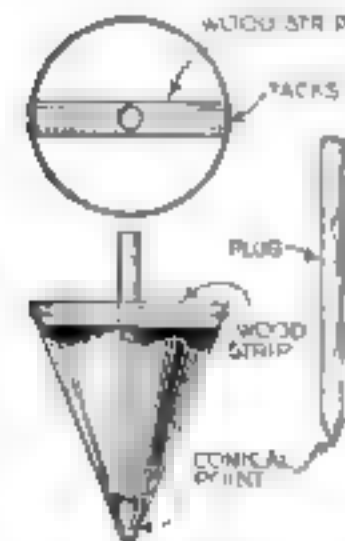
Illustration, the barrel can be readily moved.

The rope is doubled and fastened over an eye-bolt in the door-mill, the loops being passed around the barrel ends and the ends held by the operator.

With the help of this arrangement one man can pull a barrel up any angle of incline with very little effort.

Regulating the Flow of a Grindstone Lubricator

THE ordinary water-holder that is sold with every grindstone has no



Here's a way to control the water flow on that troublesome grindstone.

means of either regulating or stopping the flow of water.

The way to remedy this defect is to fasten a wooden strip across the top, boring the strip so as to permit the snug working of a wooden plug through it.

The plug is shaped to fit the bottom of the cone, similar to a needle valve in an automobile carburetor.

By raising or lowering the plug, the water in the grindstone's holder can be controlled at will. JAMES M. KANE.



"Mr. Stephenson— meet Dr. Franklin!"

Chug, chugging along in his first rude steam locomotive, Stephenson did not look to "chained lightning" to render the invention safe and most widely useful.

Nor did Benjamin Franklin, as he flew his kite into the storm clouds, foresee how electricity would in a later day spur the "iron horse" on to greater achievements.

Yet today safety and speed in steam railroad operation are reconcilable only in proportion as electric signal devices are employed. Your protector is, ultimately, the electrical apparatus upon which every steam railway relies.

A railroad without telegraph or telephone would hurl itself into the scrap heap.

How else to reach out and warn a train rushing into unseen danger? How else quickly to spread the news of damage done by storm? How else to clear the tracks for the express which carries you onward to your journey's end?

All along the way, night and day, men are alert to shield you from harm. Train dispatchers, telegraph keymen, signal tower-men at every city and way station, have no other concern except to see you safely through.

So that your trip to New York, Chicago or the coast is safer, quicker, pleasanter than ever Napoleon traveled in state from Paris to Marseilles.

S snugly quartered in a Pullman sleeper you command a thousand watchful hands and eyes for body-guards.

But their vigilance would accomplish nothing without equipment in perfect order. On such factors as the proper adjustment of a telegraph receiver and the responsiveness of an electric switch rests your "Safe Home."

That travel has been made secure today is a tribute to the excellence of electrical equipment no less than the skill of operation and the care of supervision that our steam railroads have consistently maintained.

Published in the interest of Electrical Development by an institution that will be helped by whatever helps the Industry.

Western Electric Company

No. 4 So completely does this organization serve the electrical field that every time you call up your grocer, switch on a light or take a street car down town, the chances are you are making use of Western Electric equipment.

sides. A good way to mark this out is to place the shelves on the bench with face edges uppermost and the ends even. Lay the square across and run a pencil line around the edges to get the width between the sides. Now take each piece in turn and pencil a mark entirely around it. Having marked out the tenons, and the square mortises for the keys, carefully chisel out the mortises and saw out the tenons.



When this is done, lay the shelf on the side-piece, and, using the tenon for a pattern, mark out the outline for the mortise in the side pieces directly from the tenon. This will prevent any possibility of a mistake.

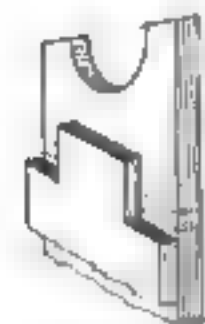
The mortises should be carefully cut, and there are two ways of doing this. One way is to chisel out the entire mortise; the second to bore a number of connected holes with a bit and chisel out to the lines. In cutting mortises, take care to keep the sides sharp and clean. Do not attempt to chisel more than half way through on one side, but turn it over and cut through from the opposite side. By doing this, a clean mortise is obtained without danger of splitting or marring the edges.

The middle shelves are merely let into the sides about $\frac{3}{4}$ in. That the grooves may not show, a shoulder is cut about $\frac{1}{4}$ in. back from the edges.

The key or wedges may be made in several forms, but the plain tapered key is very good, and is mostly used. Whatever the shape of the key employed, it is well to remember that the taper of the key where it passes through the tenon must be made the same size as its mortise.

Sandpaper well, using No. 1 paper, and finish up the work with 00 grade, until all surfaces are clean and smooth.

For finishing, any one of the many mission stains may be used. A very nice brown may be obtained by using one part of Flemish water



The cleats are first measured, then cut as shown here.

stain in four parts of water. Brush this on and let it dry. When dry, go over lightly with 00 sandpaper, but do not cut through the stain. A coat of dark brown fider is now applied, according to the directions on the label of the can. Let this stand until the gloss disappears, then wipe off with a cloth, crosswise with the grain. The next day the final finish of wax is applied. Rub the wax well into the wood with a cloth and polish.

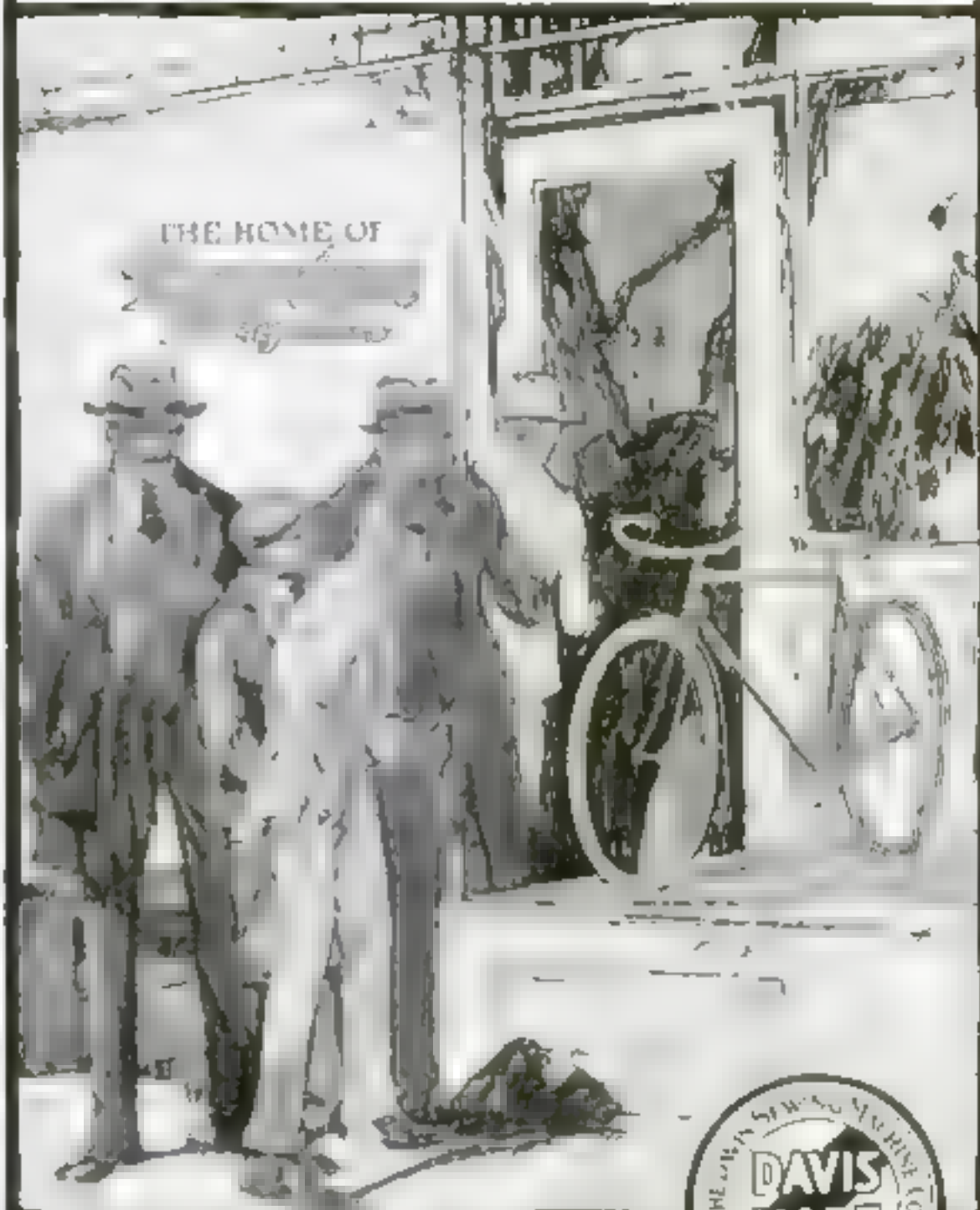
Dayton Day

will be celebrated by Dayton dealers throughout the United States, on

Friday, April 23

marking the 25th anniversary of

Dayton Bicycles



Visit Your Dayton Dealer

Look for the Trade-Mark

TWENTY-FIVE YEARS AGO — the first Dayton bicycle was shipped from the Davis factory.

hospitality of new 1920 yourself the high point in development

of the Dayton's 25th anni-

ough a quarter-century of 1900. there will be something over-

Cycle Dept. THE DAYTON SEWING MACHINE CO. Dayton, Ohio

"Ride a Bicycle"

inside patch has to be applied. I cut out a stiff piece of cardboard (Fig. 5) larger than the circular piece of cloth, then cut a slot and central opening to allow it to pass by the umbrella rod. I then slipped this disk between the fabric and the ribs (Fig. 6), which gave me a good base on which to iron the patch into shape.

This repair, when properly made, is waterproof and will save many an umbrella going to the trash pile.—JAMES M. KANE.

To Make a Deep Hoe from an Old Shovel

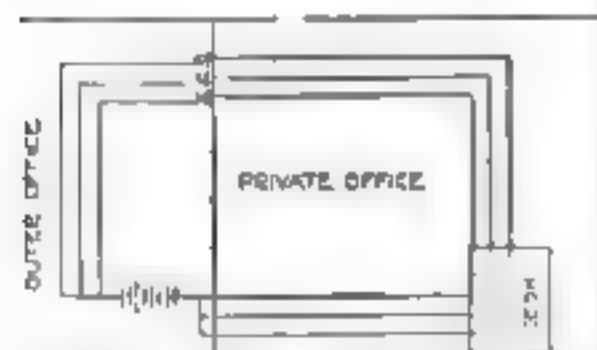
A HOE suitable for handling and cutting small irrigation ditches, digging trenches for deep planting, and like purposes can be easily made from an old shovel.

Remove the shovel from the handle by driving out the rivets, and heat the shank of the shovel blade in a forge or coal fire. When red, bend the shank at right angles and allow it to cool. Then replace the handle, and a good serviceable hoe is the result. A round-point shovel is best for this purpose.—WINDBOR CROWELL.



Electric Lights to Call Employees

THE manager of a well furnished modern office found that the sound of the call-bell which he rang for the stenographer, office-boy, or clerk was a source of annoyance to himself and callers to his office. He therefore installed a battery and a set of small electric lights in the outer



Instead of an annoying bell the flash of an electric light calls your employees to your desk

office, which were regulated by means of push-buttons placed on his desk.

In installing such an outfit small 4- to 6-volt lamps and a battery of four dry-cells may be used. The lamps may be placed on a panel in the main office, each lamp designating some particular employee; or if preferred the lamps may be placed on the desks of the employees.

The wiring diagram is only suggestive. The wires may, of course, be concealed. FLOYD L. DARROW.



Nothing to do till next Monday

WHAT'S more, when you have a 1900 Cataract Electric Washer, you finish the wash bright and early each Monday!

Do you know why?

It's because of the magic figure 8. In the 1900 Washer the water is forced through the clothes in a figure 8 movement, four times as often as in the ordinary washer. Thus it washes the clothes faster. In fact, it is this magic movement that makes the 1900 the perfect washing machine.

You can wash everything in your 1900, for there is not a single part in the tub to cause wear and tear, or to pull off buttons. The water is forced through your clothes entirely by the action of the tub, not by the action of any parts in the tub. When you have finished the wash, there are no parts to lift out and clean either.

The 1900 works easily, smoothly, and at a cost of less than 2c an hour. It washes the clothes snowy white and clean in 8 to 10 minutes.

The wringer also works electrically, and can be moved from the washer clear around to the clothes basket without moving the washer an inch.

The water travels through the tub in a figure 8 movement four times as often as in the ordinary washer.



Comes in 8 and 12 sheet size.

Our Special Trial Offer

You may prove to yourself that the 1900 is the perfect washing machine. There is a 1900 dealer near you who will gladly demonstrate a 1900 Cataract Washer right in your own home. Then if you wish, you may start paying for it on terms to suit your convenience. Remember, we also have washing machines operated by hand and water power.

Write us today for the name of the nearest 1900 dealer and a copy of the book "George Brinton's Wife." It's a story you will enjoy. Molly, his pretty little wife, had troubles of her own until she interrupted a bridge party, and then things began to happen.

1900 CATARACT WASHER

1900 WASHER COMPANY
206 Clinton St., Binghamton, N. Y.

Canadian Factory and Office:
CANADIAN 1900 WASHER COMPANY
357 Yonge St., Toronto



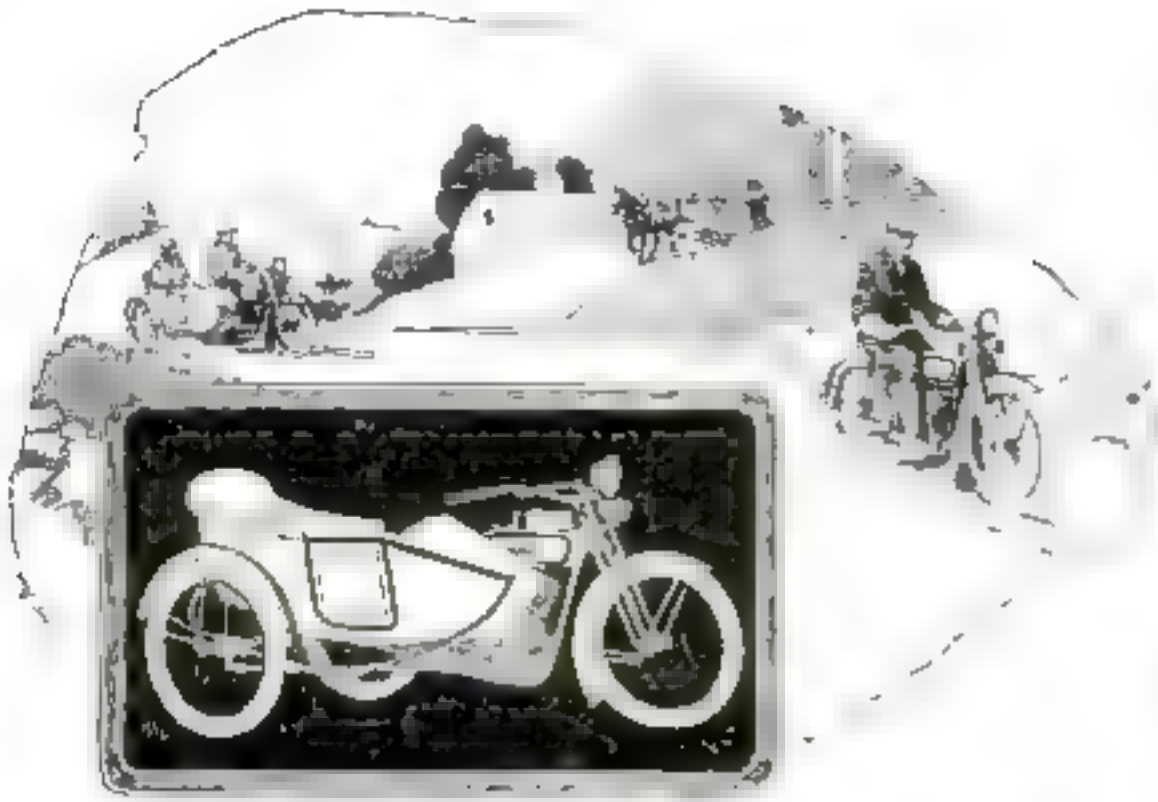
Just connect it with the electric light and off it starts!

1900 WASHER COMPANY
206 Clinton St., Binghamton, N. Y.

Please send me the name of the nearest 1900 dealer and a copy of the story, "George Brinton's Wife."

NAME _____
ADDRESS _____
CITY AND STATE _____





OVER the hills to the country--far from the Job and the City! Not just once in a long while, but every Sunday or every evening if you like, when you have a Harley-Davidson!

Miles are mighty short, and trips are very cheap, when you have a "World's Champion" to whisk you there and back.

Forty to sixty miles on a gallon of gasoline, with tire and other upkeep costs low in proportion.

*Ask Your Dealer About His
Easy Payment Plan*

HARLEY-DAVIDSON MOTOR CO.,
MILWAUKEE, WISCONSIN.

Harley-Davidson



RAILWAY TRAFFIC INSPECTORS ASSOCIATE WITH BIG MEN

That's what gives them chances for promotion. They start in at a good salary—\$1100.00 a month and expenses. The work is important for the safety of thousands depends on their vigilance. And when they do their work as we teach them they attract the favorable attention of their superiors. Promotions then are rapid.

Learn This Profitable Profession

All you need is a combined school education for entrance to our three-month's course, which is easy to learn at home during your spare time. Take the initiative now while the demand for Railway Traffic Inspectors is so good. THERE IS A BIG DEMAND IN THIS FIELD.

We know of fine openings for our graduates. Many who started out only a few months ago now hold positions.

OUR BROCKETT tells of this ideal vocation—out in the big real-world—how you associate with big men—how you can earn an excellent salary from the start—how you can rise to the very top. The opportunity CANNOT follow in your key to a better salary now and a much higher future. Why not send today? Remember, you start at \$1100 a month, now.

WE SECURE YOUR POSITION.

Standard Business Training Institute,
BUFFALO, N. Y.

Name _____
Address _____
City _____ State _____
Telephone _____
or
Write to _____
Buffalo, N. Y.

Tire Repairing Learn a Profession

**Earn from \$300 to \$600
a month**

Be a Tire Expert,
we teach you first
at our school or by
mail. Thousands
are getting in now.
Locations all over the
country here.

THE BADAER METHOD

Badaer

METHOD

TIRE REPAIRING

Badaer Service Stations

**We Put You
In a Paying
Business of Your Own
Right from the Start**

Small investment pays mass a fortune to you
in a few days time. It secures you a large profit
in a growing profession.

**Everything—Tools, parts, tires and tubes required by the
best and famous Badaer
Method Tire Repairing.**
The only kind of work that
will make more than \$100
in one hour. Repair cracked
Tires, Run-flat tires, Lamp
Bulbs, etc. etc. etc.



**Write today for complete
instructions and a full list of
supplies. We will send you
and how to open a Badaer
Service Station.**

**The Badaer Equipment Co.
P.O. Johnson St.
Applian. Wisnau**

A New Kind of Index for the Photo-Plate File

THE subject matter of a photographic plate stored away in a rack is usually unknown unless the plate is removed and held to the light. But with the index shown in the illustration fitted to the plate-rack the nature of any plate in it may be seen at a glance.

Two large metal tabs hang at the side of the rack drawer, which is equipped with a carrier so that it may

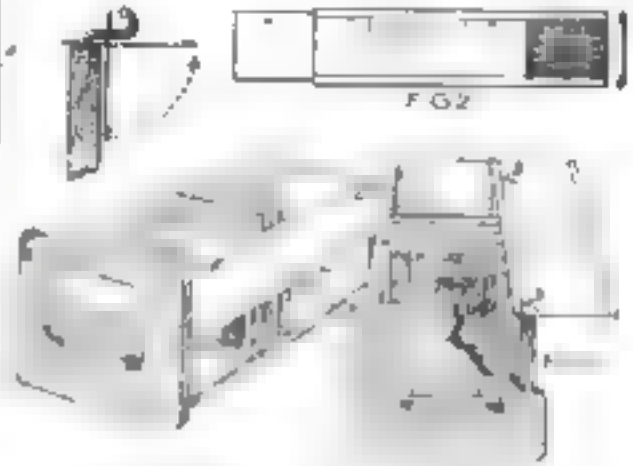


Fig. 1 shows how the description is aligned opposite its plate; while Fig. 2 shows the method of slipping a card into its proper place.

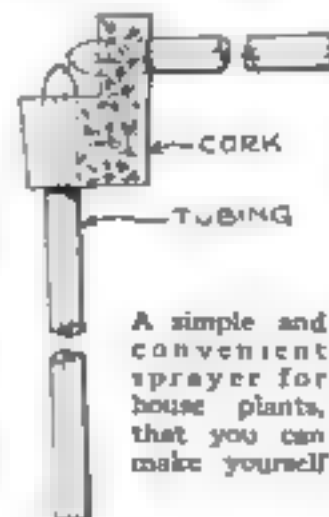
be drawn out all the way. Slips of paper, each one carrying a description of a plate, are fitted in each tab.

When the rack is drawn out and the tab lifted, as shown in Fig. 1, each description lies directly opposite its plate. The tabs swing on two wire hooks which are screwed into the framework of the rack.

These tabs are made of sheet tin, and, when necessary, may be lifted from the rack. The method of slipping the paper into the tab is shown in Fig. 2.—EDWARD R. SMITH.

Make a Sprayer for Your Indoor Plants

IT is advisable frequently to spray window-garden plants in order to give the leaves, stems, and flowers



A simple and convenient sprayer for house plants, that you can make yourself

water in a finely divided state just as nature does when a thick fog covers everything with its wet blanket. A small and simple sprayer can easily be constructed.

This consists of two tubes and a cork. For the tubes take two

lengths of goose-quills, straws, or thin glass tubing. Cut a section from the cork as illustrated, and bore two holes through the cork at the cut ends and

at right angles to each other. Now push the tubes through the holes until they meet, being careful to have one tube slightly above the other.

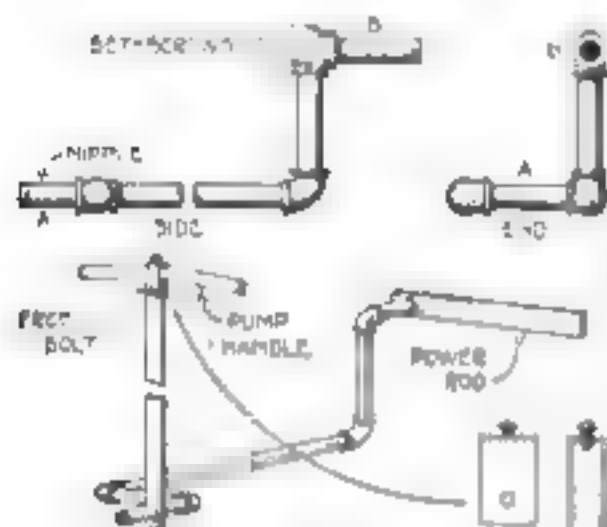
To use the sprayer, place one tube in a glass of water and the other against the lips. If a draft of air is now blown through the tube a partial vacuum will be produced in the other tube, causing the liquid to rise in the tube and be projected from the nozzle in a fine spray.—ERNEST BADE.

A Reciprocating Pump-Jack Made of Pipe-Fittings

A PUMP-JACK for small pumps can easily be made of common pipe-fittings. It is of a reciprocating nature, and will operate a pump at a considerable distance from the source of power. The diagram illustrates its construction.

A long piece of pipe the desired size constitutes the main or horizontal shaft. To this you attach lengths about a foot long, one to each end, by elbows, so that one is vertical and the other horizontal (A and B).

To these projecting pieces, at right



You can make your own reciprocating pump-jack from discarded pipe-fittings

angles to them, elbow short nipples, and the jack is done. Simply provide set-screws at each elbow, so the threads will not start because of the strain put upon them when under load. Also drill a hole in the end of each nipple for cotter-pins.

Set the jack at the base of the pump at right angles to the pump handle in suitable bearings.

The vertical arm is attached to a wooden rod, as shown, which goes to the pulley wheel on the motor or counter-shaft, and is attached to it eccentrically, like the connecting rod of an engine. The horizontal arm is attached to the pump handle by a second wooden rod. A metal clamp, as shown in detail, serves to hold it firm and allows it to be shifted along the pump handle, thus varying the stroke. Cotter-pins keep these rods from running off.

As the power rod moves backward and forward it lifts and lowers the horizontal arm. This operates the pump handle and also pumps the water.—WINDSOR CROWELL.



Those White Teeth

Ask People How They Get Them

All Statements Approved by High Dental Authorities

Millions of teeth are being cleaned in a new way. You see them everywhere—white, glistening teeth.

Ask about them. The owners will tell you, probably that they use Pepsodent. They have found a way to fight the film which causes most tooth troubles.

Millions have already proved it. Leading dentists everywhere advise it. And over 6,000 new people daily write us for a 10-Day Tube.

Why Teeth Discolor

A viscous film forms on the teeth and coats them. You can feel it with your tongue. Modern dentists know this film to be the teeth's great enemy.

It clings to teeth, enters crevices and stays. The tooth brush does not and it. The ordinary tooth paste does not dissolve it. So it remains to do a ceaseless damage, until removed by cleaning in a dentist's chair.

Film is what discolours—not the teeth. It is the basis of tartar. It holds food substance which ferments and forms acid. It holds the acid in contact with the teeth to cause decay.

Millions of germs breed in it. They, with tartar, are the chief cause of pyorrhea. So, despite the tooth brush, all these troubles have been constantly increasing.

Now We Combat Film

Dental science, after years of searching, has found a way to combat film. Five years of careful tests have proved this beyond question.

The method is now embodied in a dentifrice called Pepsodent. It complies in all ways with modern dental requirements. And a 10-Day Tube of this tooth paste is now sent free to anyone who asks.

Let Your Mirror Tell

Make this free test. Look at your teeth now, then look in ten days. Let your mirror tell the story.

Pepsodent is based on pepsin, the digestant of albumin. The film is albuminous matter. The object of Pepsodent is to dissolve it, then to day by day combat it.

Science has lately made this method possible. Pepsin must be activated, and the usual agent is an acid harmful to the teeth. So it long seemed barred. But a harmless activating method has been

found, so active pepsin can be every day applied.

Send the coupon for a 10-Day Tube. Note how clean the teeth feel after using. Mark the absence of the viscous film. See how the teeth whiten as the fixed film disappears.

The results are quick and evident. They are all-important. You will never go back to old methods when you know them. For the sake of cleaner, safer teeth cut out this coupon now.

Pepsodent
REG. U. S. PAT. OFF.

The New-Day Dentifrice

The scientific film combatant, now advised by leading dentists everywhere and supplied by druggists in large tubes.

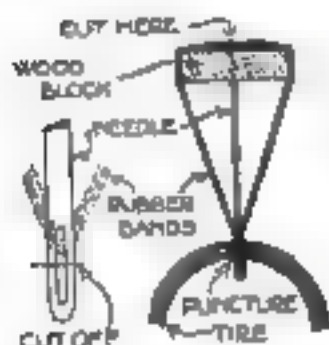
Ten-Day Tube Free

THE PEPSODENT COMPANY
Dept. 165, 1104 S. Wabash Ave.
Chicago, Ill.

Mail 10-Day Tube of Pepsodent to

Repair Your Bicycle Tires at Small Cost

NEXT time you get a tire puncture, don't go to a bicycle store and pay a high price to have it repaired. Try this simple expedient. Get a



No need to go to a vulcanizer with your punctured tire. Here's a quick way of fixing it

large darning-needle (the larger the better), and file off the end near the top of the eye. Press the pointed end of the needle into a block of wood about three inches square and an inch thick.

Take a handful of elastic

bands, and pass as many as you can through the crotch in the needle and around the block of wood. Put some rubber cement in the hole to be fixed, and push the filed end of the needle in the puncture as far as it will go. With a sharp knife cut the rubber bands across the back of the block of wood.

When this is done, the rubber bands will contract and the ends will stick out of the puncture.

The next step is to apply a lighted match to the projecting bands so they will melt and fill up the puncture. In a few minutes, when the rubber is cooled sufficiently, the tire can be inflated.

Very large holes and rips cannot be patched in this way, because the crotch of the needle will not hold enough bands to fill the hole or rip.—ARTHUR GOLDENBAUM.

Some Practical Uses for the Magnet

A SHORT time ago somebody gave me a horseshoe magnet taken from the ringer of a telephone. I didn't know just how I could use it, but it has proved useful in a number of ways.

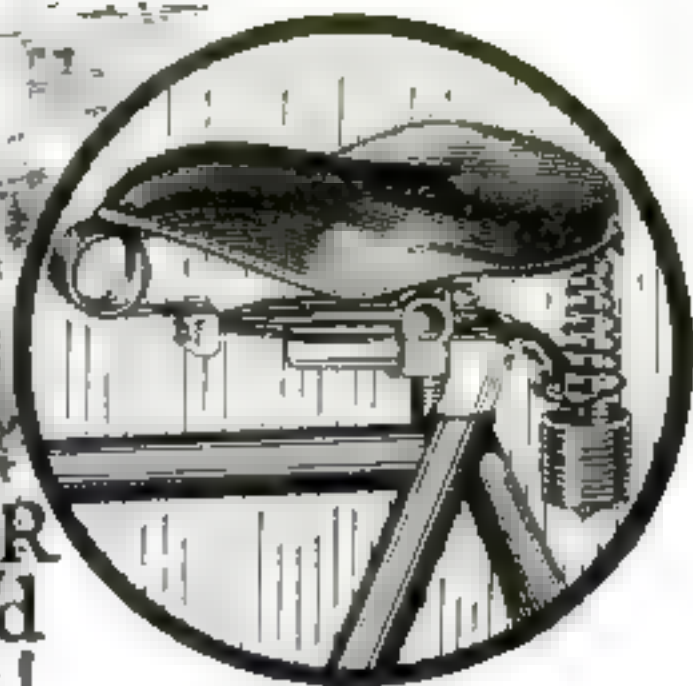
When I spill a box of nails in dirt or shavings, instead of picking them up by hand, a long and tedious job, I just take the magnet and pick them up in a hurry.

Sometimes, in working around a machine, I drop a screw or piece of metal into a difficult place. The magnet picks it up instantly, saving much time and bother.

When a nut drops into an automobile's crank-case or transmission, I simply make use of the magnet to remove it. Otherwise I would have to fish around with a wire for an hour or two before I could catch the nut.

These are only a few of the many uses for a magnet. Get one and see how quickly you can locate that unseen piece of metal that is delaying your work.

Here's YOUR Seat to and From Work!



Tiresome strap-hanging is avoided—boosted trolley fares saved—comfort and health promoted—lost time done away with—when you sit in the easy saddle of a 1920

Columbia

BICYCLE

This American family's time, money, and health saver is soon paid for with saved trolley fares and a nest-egg started.

Swift, smooth-running, lightweight but powerfully strong, trim, and equipped with the absolute best of everything, you will find the Columbia the favorite wherever those who work with hand and brain have investigated bicycle values.

Your local dealer will gladly explain the superiority of the 1920 Columbia and its many big features. See him today and start saving.

Send for 1920 Columbia Catalog, showing models and types for everybody, all at reasonable prices.



WESTFIELD MANUFACTURING CO.
45 Lozier Ave., Westfield, Mass.



Ride a Bicycle

Learn Auto *and* Tractor Business



in 6
to 8
Weeks

by Rate Practical Method

[illegible]

Rahe

Auto & Tractor School

World's Oldest and Greatest

Total of thousands of Rate per

Earn \$150 to \$400 a Month

Any men 16 years and over

Rahe Auto & Tractor School

Perf. 744²,
Kansas City, Mo.

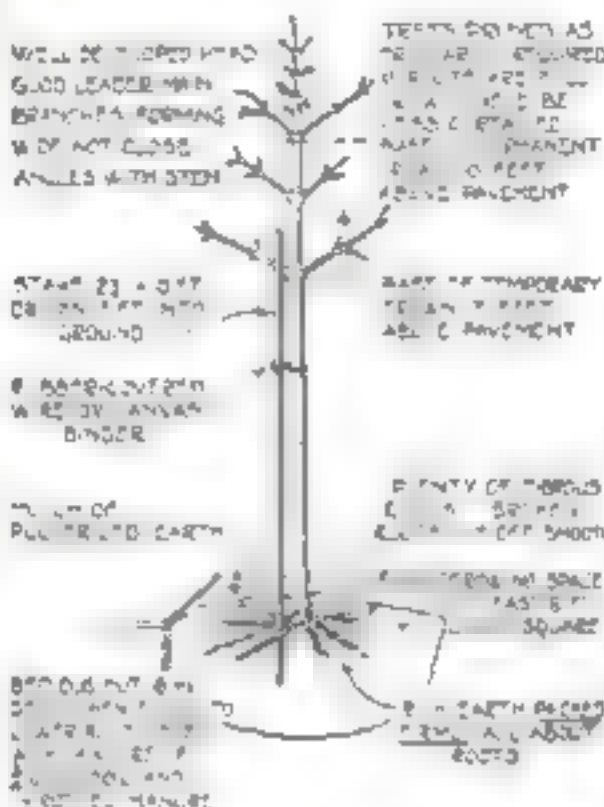
47-й йн хамт олгооноор
 6-р нэгжид ажиллаж
 Улаанбаатар хотод

**Good
Jobs
Open**

BOOK
FREE

Do You Know that Tree-Planting Is a Science?

TREE-PLANTING as a memorial in honor of the men who sacrificed their lives for their country is being taken up widely this spring. This commendable custom should be observed not only this year but every year. Tree-planting should form a permanent part of the improvement program of every city and town in the United States. Here's the way to do it scientifically:



This diagram from the American Forestry Association shows how to plant a tree properly.

Keep Your Distributor Clean and Dry

EXCESSIVE oiling of a magneto can do nearly as much harm as insufficient lubrication. One thing it does is to cause the surplus oil to be thrown into the distributor, where it works much mischief. It gets between the brush and the contacts and either insulates them from each other entirely, causing missing, or it causes arcing. Arcing burns the oil and forms soot, which interferes with the good working of the machine, and it also produces heat, which disintegrates the carbon brush and causes it to crumble.

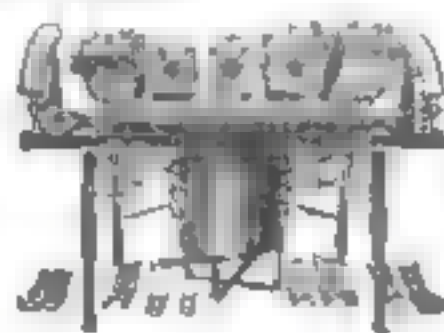
All magneto manufacturers make their distributors so that they may be removed easily and wiped clean with a dry, clean cloth. One type of machine, for instance, has its distributor held on by three little clips, retained by three thumb-nuts. These may be loosened by hand, the clips turned, and the distributor cover will come off in the hand. Other magnetos have three screws to retain the cover. Some have a central revolving brush and stationary contacts in the cover and others a revolving contact and individual stationary brushes in the cover. The brushes in either case are attached to small springs and may be slipped into or out of their sockets by hand.

Get Into a Steady, Profitable,
Permanent Business.

Open a TIRE REPAIRING SHOP! Make big money. No experience, new city. Easy to start. Tire repairing has no competition. Eat the demand for tire repairment in our country. No one else is aware of attention and frequent repairing.

VANDERPOOL VULCANIZER

5 (Army) has capacity of \$100 worth of work a day. We supply complete outfit. **SEND FOR FREE TIRE REPAIRING MANUAL** and full particulars. Write or wire immediately.



WM. VANDERPOOL CO., Springfield, Ohio
(In answering address Dept. A-1)

Why use Coal or Wood?

Turn a Valve

[illegible]

The Oliver Oil-Gas Burner makes 2 gal. oil equal 97 lbs. coal

“DON'T SHOUT”

"I told you I can hear now as well as anybody," he said. "With THE MORLEY PHONE I've a fair idea how you feel but hey, no kidding. I would not like to have them in myself, I hear all right."

The Morley Photo for the
DEAF

Is in the case where someone
is a ...

THE POLARIS CO., Dept. J77, 89 North 12th Street, Fairbanks

Print Your Own

[illegible]

DEAFNESS IS MISERY

I know because I was Dead and had Head Aches for over 30 years. My insatiable Appetite for Demerol, and my keeping and popping Head Aches, and will do it for you. They say "My Aches are caused by some other cause" Effect to who believe is caused by a cause - by the said Partially or Whole Demerol Natural Opium. Easy to put the way to take out the Aches from Comforts in capsules. Write for the said and my gratuity, and I will show how I recovered my Aches.

A. D. LEONARD

Source: *Am. Pol. Sci. Assoc.* • • • New York City

April, 1920

Calipers for Inside and Outside Measurements

ON a certain job it was necessary to find accurately a number of both inside and outside measurements. Not having calipers at hand, an improvised tool was made.

A piece of clock-spring seven inches long was obtained, likewise two darn-



A piece of clock-spring and two darning needles make a pair of calipers for inside and outside measurements

ing needles. In each end of the spring was cut a long hole just large enough to take two needles.

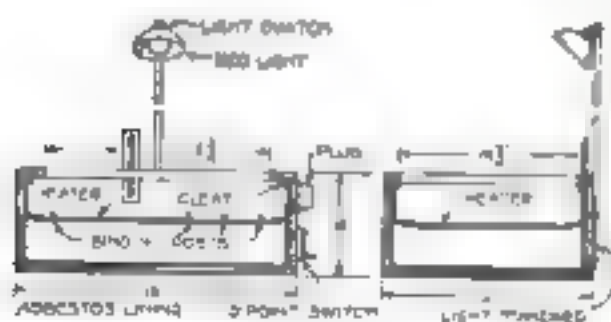
Hooks were bent on one end of each needle by heating, and both were placed in the holes in the spring, as shown in the sketch. The tension in the spring held the needles together until the measurements could be taken down.—DALE VAN HORN.

A Tray-Warmer for Amateur Photographers

THERE are many occasions when the photographer, either amateur or professional, constantly has to heat his developer or other solutions so his pictures will come up properly. This results in loss of time and fluctuations in temperature that tend to impair the quality of the work.

The electric heater shown herewith is designed to accommodate the standard size trays, and it will keep the solutions at the desired temperature under most conditions.

First build a box of matched lumber, using $\frac{1}{2}$ -in. stock. Build it 16 in. long, 12 in. wide, and 6 in. deep, out-



Showing the apparatus in detail with all parts marked to scale

side measurements. Leave the top open. Line the inside with asbestos paper and carry it up to the top edges.

The tops are built of narrow strips of wood $\frac{1}{4}$ in. thick, and mitered at the corners like a picture-frame. The sketch shows how they nest inside of each other, so any size tray can be used. Build the first or largest one 16 by 12 in., with the opening $10\frac{1}{2}$ by $12\frac{1}{4}$ in. The second one should fit snugly in the first, with an opening $8\frac{1}{4}$ by $10\frac{1}{4}$ in. The third top fits in

FOR MEN AND WOMEN

W.L. DOUGLAS

"THE SHOE THAT HOLDS ITS SHAPE"

\$7.00 \$8.00 \$9.00 & \$10.00 SHOES

BOYS' SHOES
\$4.50
\$5.00
\$5.50

W. L. Douglas shoes are sold through 107 of our own stores direct to the wearer at one profit. All middlemen's and manufacturing profits are eliminated. W. L. Douglas \$9.00 and \$10.00 shoes are absolutely the best shoe values for the money in this country. W. L. Douglas name and the retail price stamped on the bottom guarantees the best shoes in style, comfort and service that can be produced for the price.

Stamping the price on every pair of shoes as a protection against high prices and unscrupulous profits is only our example of the substantial evidence of W. L. Douglas's perfect his customers. W. L. Douglas name on shoes is his pledge that they are the best in craftsmanship, workmanship and style possible to produce at the price. In every pair of shoes the results of a half century's experience are made up of the best materials and the time when W. L. Douglas was a lad of seven, peering shoes.

W. L. Douglas shoes are for sale by over 1000 shoe dealers besides our own stores. If your shoe dealer cannot supply you, take another make. Or order direct from the factory. Send for book at telling how to order shoes by mail postage free.

CAUTION: Beware of cheap W. L. Douglas shoes. Beware of cheap W. L. Douglas shoes. Beware of cheap W. L. Douglas shoes.

The quality of W. L. Douglas product is guaranteed by more than 40 years experience in making shoes. The finest quality materials are used in the construction of America. They are made in a well-equipped factory at Boston, Mass., by the highest paid and skilled workmen, under the direct and expert supervision of experienced men working with an honest determination to make the best shoes for the price to be had anywhere. The price is the same everywhere. They are made in San Francisco and they are made in New York.

W. L. Douglas shoes are for sale by over 1000 shoe dealers besides our own stores. If your shoe dealer cannot supply you, take another make. Or order direct from the factory. Send for book at telling how to order shoes by mail postage free.

W. L. DOUGLAS
107 N. BROAD ST.
BOSTON, MASS.

ALADDIN HOMES

Readi-Cut

SAVE \$300 to \$1000

AVOID LUMBER SHORTAGE

Lumber shortage is a virtual famine of lumber which is causing a sharp rise in the price of lumber. The shortage is so severe that it is impossible to obtain lumber for building. The shortage is so severe that it is impossible to obtain lumber for building. The shortage is so severe that it is impossible to obtain lumber for building.

BUILD NOW

Build now before the shortage becomes even more severe. Build now before the shortage becomes even more severe. Build now before the shortage becomes even more severe.

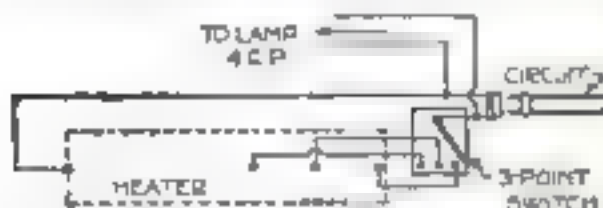
NATIONAL SERVICE

Aladdin Homes are built in 10 days. Aladdin Homes are built in 10 days. Aladdin Homes are built in 10 days.

The Aladdin Company, Bay City, Michigan
W. L. Douglas, North Carolina, Portland, Oregon
Baltimore, Baltimore, Maryland
Toronto, Ontario, Canada

venience and can be turned on and off at will as desired.

Set the tray of solution in the opening adapted to its size and turn on the current at the plug. Then throw the switch on the first point and let the wire warm up. If not hot enough, throw the switch to the second point and to the third if found



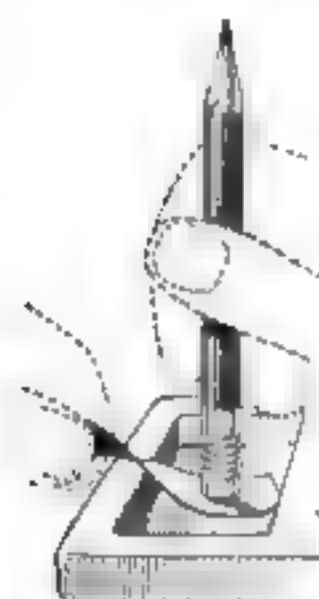
The wiring diagram shows how each wire is connected clearly and you should have no trouble in connecting each one to its designated point

necessary. The temperature can be easily regulated by these three points of contact as the different lengths of wire through which the current flows will generate different degrees of heat.

The solution will gradually take on the temperature generated by the heater which can be watched by the thermometer. The average temperature of solutions should be around 65 to 70 degrees; not over.—L. B. ROBBINS.

How to Use Emery Cloth in Inaccessible Places

ONE of the most aggravating jobs is the finishing of narrow depressions in castings of woodwork, where accuracy and neatness are required.



The sandpaper, under pressure of the pencil, smooths out uneven surfaces and corners

The difficulties ordinarily encountered in such work, however, are easily overcome by using the very simple method shown in the illustration.

This merely consists of gripping the emery cloth or sandpaper with the rubber-tipped end of an ordinary lead pencil and so working the abrasive. The most

convenient way is to tear off a narrow strip of the abrasive and to feed it under the pencil as a portion is worn.

The friction of the rubber against the free side of the cloth is so much greater than the friction between the abrasive and the wood or metal that the latter can be worked easily without slipping. The pencil permits a convenient handhold, and on account of the concentration of pressure on a small area the job is done quickly and thoroughly.—HENRY SIMON.



KNOWING how is the thing that puts the big pay in the pay envelope. It's the thing that lifts men out of a poor-paying job into a handsome job with a man's size pay. The man with the know-how under his

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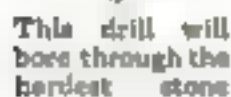
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Please fill out all lines.

Then, with a second pair of boxes and a string, do the same thing on the left side, thereby obtaining another line. When this is accomplished, measure across from one line to the other, making sure that these two are equal distances from the wheels. Do the same at the rear. If these two measurements agree exactly, the wheels are in alignment.

SURVEYORS in mines use as a permanent station mark a "spad" driven in the roof of the mine. This



is a flat piece of metal driven into a wooden plug that has previously been driven into a hole bored in the solid rock of the miner roof. They then hang a plumb-bob from the "spad" as a sight-line.

The rock composition of the roof may vary from soft shale through several degrees of hardness to what is called sand-rock, which is the hardest rock to drill. Perched on a ladder with one foot and hanging on with the other, it is no easy job to take a regular hand drill and hammer upon it.

The writer tried a brace and regular twist drill, but even that wouldn't bite. Several different ways of sharpening were tried out, and finally the way shown in the illustration was evolved. A high-speed twist drill sharpened in this way will drill almost any stone. By cutting its center away the same effect is produced as with the diamond drill used for removing test plugs.—S. B. ROYAL.

AN extension to a drawing-table which is as simple as it is useful, and which, when not needed to increase the capacity of the table, can be instantly converted into a convenient tray for holding accessories, is shown in the illustration on page 128.

The extension consists of a 12-in. board of a thickness corresponding to that of the table, and provided with two narrow cleats about two feet long. Each cleat has through its free portion a $\frac{3}{8}$ -in. hole at a point close to the board to permit the passage of a $\frac{1}{4}$ -in. stud, which is tightly screwed into the

[illegible][illegible][illegible]

As was stated in our previous report the two most frequent types of
 skin cancer are basal cell carcinoma and squamous cell carcinoma. The basal
 cell carcinoma is the most common type of skin cancer and is usually found on the face
 and neck. It is a slow growing tumor that usually does not spread to other parts of the
 body. The squamous cell carcinoma is the second most common type of skin cancer and
 is usually found on the face and neck. It is a faster growing tumor than the basal cell
 carcinoma and can spread to other parts of the body. Both types of skin cancer can be
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1. The first step is to identify the problem or goal. This involves understanding the current situation and what needs to be achieved.

Adams

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WURLITZER

Immortalizing Baby's First Shoes

By Samuel Wein

A MOTHER who couldn't bear to throw away her baby's first shoes called upon a number of electroplaters to see whether she could have a metallic coat applied to the shoes. Her idea was to preserve them and at the same time make them ornamental.

Leather is a non-conductor of electricity and it was for this reason that electroplaters thought the work impossible. However, one enterprising young man accepted the commission and successfully carried it out. A new field for the electroplater was thus opened, and today there are a number of large concerns that specialize in this particular kind of work.

There are five successive steps in plating the shoes: drying, water- and acid-proofing the shoes; making the shoes conductive to the current; copper-plating; finishing, as buffing or polishing, and lacquering.

The drying can be done either in the air or in a chamber of hot air.

The first operation is to make the shoes absolutely water- and acid-proof. Unless this is done, the solutions will penetrate and destroy the leather, thus spoiling the whole operation. First dip the shoes for about thirty minutes in a hot composition made up of 8 oz. beeswax, 2 lbs. paraffin and 5 oz. rosin.

Upon removing the shoes, you will find that they are coated with a thin film. This is allowed to cool.

The next operation is to give the shoes a thin coat of shellac and allow them to dry in the air for about three hours. When thoroughly dry give them two coats of the following mixture: 3 oz. copper-plating bronze powder, $\frac{1}{2}$ pint lacquer and $\frac{1}{2}$ pint amyl acetate.

After the shoes have been carefully and thoroughly coated place them again in the air to dry. This usually takes from five to six hours. They are then ready to be copper-plated. Before the shoes go into the plating

solution, great care must be exercised not to handle them roughly, for even finger-prints prevent the correct deposition of metals.

Now secure a 2 $\frac{1}{2}$ -gallon porcelain crock or glass jar, and pour in the following solution: 2 lbs. copper sulphate, 2 gals. water, and 6 oz. sulphuric acid.

Upon this crock place two brass or copper rods and connect them with the source of current. From one of the rods suspend one shoe in the solution, and on the other rod hang a piece of sheet copper about 6 in. square and $\frac{1}{8}$ in. thick. The rod that holds the shoe acts as the cathode and the piece of sheet copper as the anode.

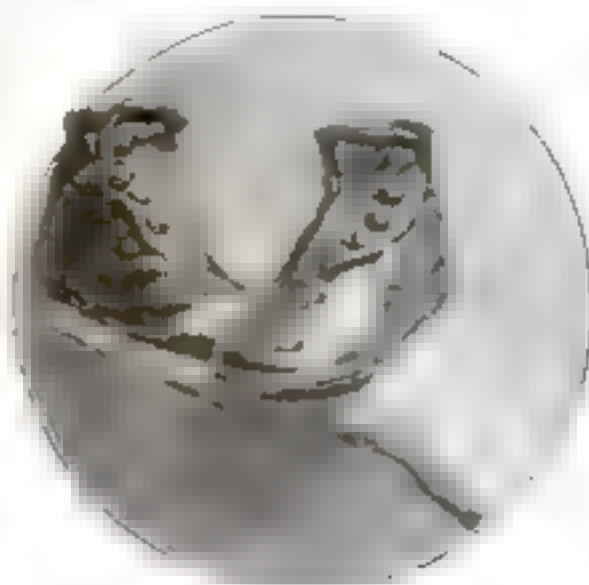
The source of current employed may

be from batteries, and their amperage must be in the neighborhood of six or eight to the square foot of surface to be plated. The potential should be about one volt. Leave the shoe in this solution for about twenty-four hours, when a coat of $\frac{1}{64}$ in. copper will be smoothly deposited upon them. Allow it to dry and then buff or polish it.

Some people prefer a different metal from copper. Brass is very attractive. Here is the formula for brass used by the writer: 6 oz. copper cyanide; 9 oz. zinc cyanide; 8 oz. hypo; 3 oz. sodium phosphate; 1 gal. water.

Brass-plating is done on the copper and requires about one hour.

When the plating is finished and polished, it may be lacquered all over, to prevent the metal from tarnishing. The shoes may be polished from time to time with an ordinary metal polish.



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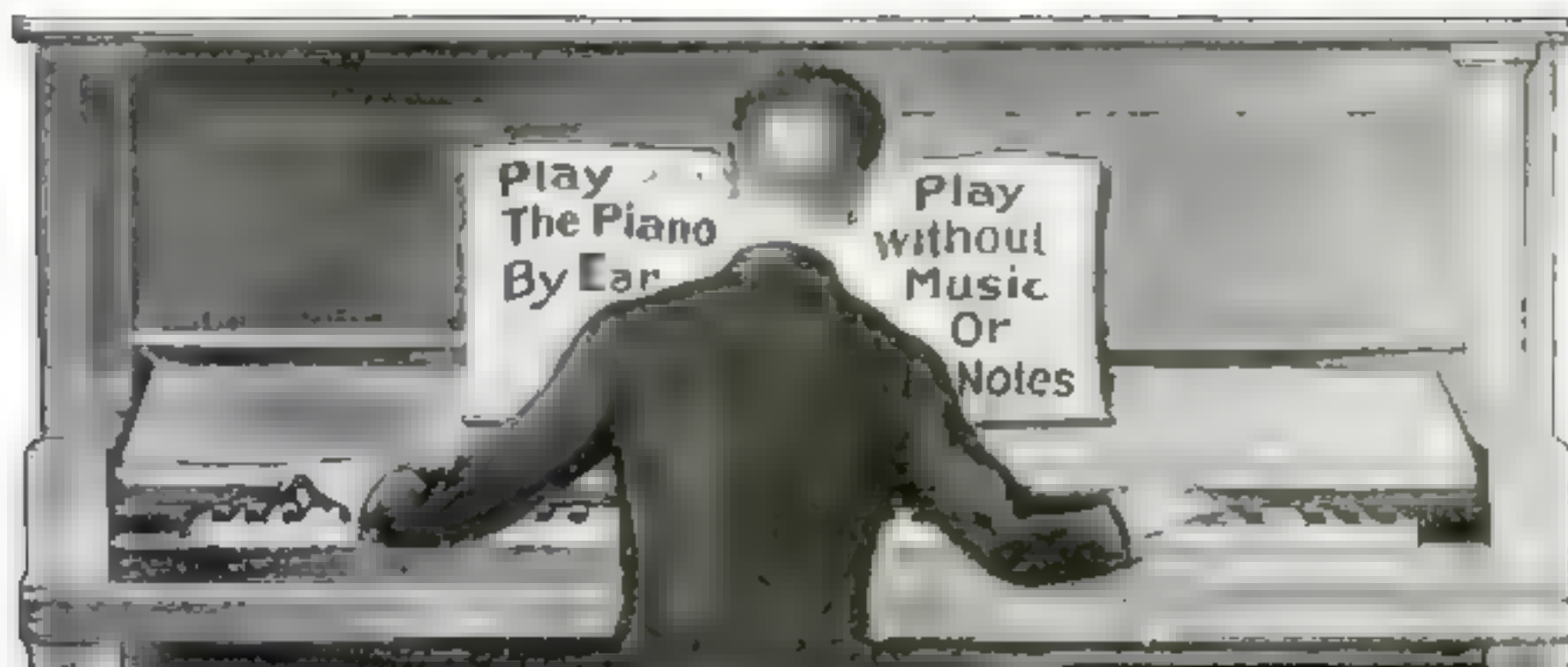
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For the Radio Experimenter

Electron Relays as Amplifiers and Oscillators

By H. J. van der Bijl, M. A., Ph. D.

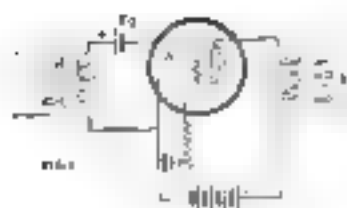


Fig. 1. A typical hook up for using a vacuum tube as an amplifier

AS an amplifier an electron relay supplies a great need. As an oscillation generator it is no less valuable. Only ten years ago the problem of the production of high-frequency continuous oscillations was one of the most important and difficult problems in the radio art. This was specially true of oscillations of moderate power produced at high efficiency.

There was then in existence the Poulsen arc; afterward came the Goldschmidt and Alexanderson generators. These devices are used commercially for the transmission of radio and telegraphic messages, and have been successful over long distances. Large amounts of power are needed, however. When compared with the thermionic vacuum tube, we find that the arcs and generators lack certain advantages that the vacuum tube possesses and that place the tube in a different class.

It is true that at the present time a single vacuum tube does not handle very large amounts of power. This does not, of course, mean that it will always be limited to short-distance transmission. As a matter of fact,

it will be recalled that in 1915 the American Telephone and Telegraph Company and Western Electric Company transmitted speech by radio from Arlington to Paris and Honolulu, a

distance in the latter case of five thousand miles, and this was done with the thermionic vacuum tube. Once experiment has indicated the



A small Poulsen arc generator

way, commercial applications are sure to follow. The use of the vacuum tube as an oscillation generator for the transmission of speech over several hundred miles is already a commercial possibility.

Whatever the amount of power that the tube is made to produce in the form of alternating current, the principle of operation is the same. One advantage of this type of oscillation generator is high efficiency. Another is that it can be made to produce oscillations varying over a considerable range of frequency. This varying can be adjusted almost instantly, and the power output controlled with the expenditure of hardly any energy.

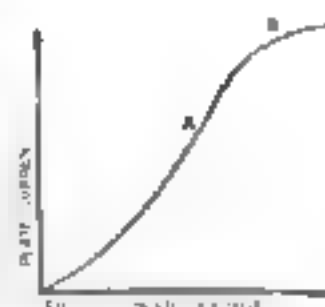
Oscillations from Direct Current

In order to understand how the tube can be made to produce oscillations from direct current, it is necessary first to look into its service as an amplifier. It is the amplifying property of the tube that makes it a valuable device. The electron current flowing through the tube from filament to plate can be controlled by varying the potential on the grid, and to vary this potential only a very small amount of energy is necessary, although the variation of energy in the output or plate circuit can be very large. This is its amplifying property and it is due to the grid.

Suppose the tube be inserted in a circuit such as that shown in Fig. 1. The circuit FGL_1 forms the input circuit and FL_2P the output circuit. The coil L_1 of the input circuit forms the secondary of the input transformer, and is preferably wound to have a very high impedance. The transformer in the output circuit is wound to have an impedance equal to the resistance of the tube.

Currents coming in from the line A are amplified by the tube. By this

Fig. 2. Showing how the current depends upon the plate voltage



we mean that if the impedance of the line A is equal to the impedance of the line B, we find that the current in B is greater than that in A. This is how the tube is made to amplify telephonic currents on long-distance lines.

To explain this a little more fully, let us consider the characteristic curves of the vacuum tube. The relation between the current in the output circuit FPL_2 and the potentials applied to the grid G and the plate P with respect to the negative end of the filament F is given by the equation

$$I = A(E_g + \mu E_p)^{3/2}$$

where

E_g is the potential difference between the filament and the plate

E_p the potential difference between filament and grid

Suppose that in this equation E_g be made equal to zero; that is, let the grid be connected directly to the negative end of the filament. Then the relation between the current I and potential E_p on the plate can be given by a curve like that shown in Fig. 2.

It will be noticed that, as the plate potential is increased, the current at first increases more and more rapidly, but finally becomes independent of any further

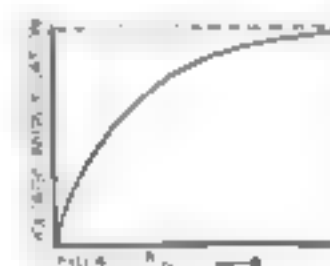


Fig. 4. The amplifying ability of a vacuum tube depends on its output circuit resistance

increase in the plate voltage. This maximum value to which the current rises depends on the temperature of the filament. If the filament is raised to a higher temperature the current will increase until a higher maximum value is reached.

If, on the other hand, we give the plate potential a constant value, but vary the potential of the grid, we get the curve shown in Fig. 3. It will be seen that when the grid potential is zero the electron current flowing from filament to plate is not zero, but has a value given by OP . This is because the potential on the plate causes a field to act through the openings of the grid and so pull the electrons through the grid to the plate. If the potential of the grid now be made positive, the current to the plate increases as shown by the curve PG .

If, on the other hand, the potential

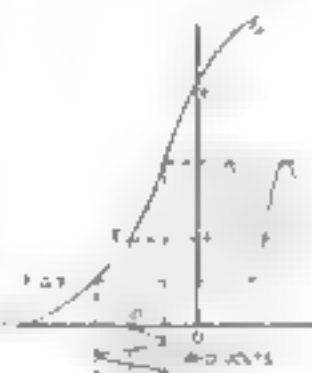
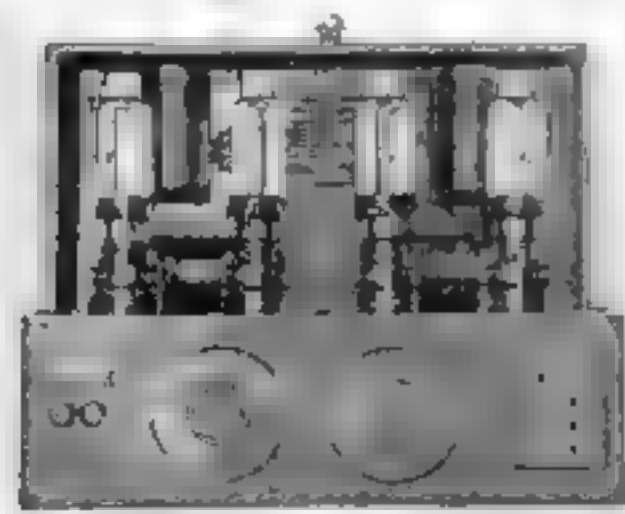


Fig. 3. How the plate circuit current at constant voltage is altered by changing the voltage applied to the grid circuit



A vacuum-tube amplifier set of German war-time manufacture, captured by the French

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of the grid be made negative, the current to the plate decreases as shown by the curve FEC. At the point C the negative potential of the grid is sufficiently high to neutralize the effect of the positive potential on the plate. The positive potential on the plate

the grid does not become greater than DO, it will be seen that the grid never becomes positive with respect to the filament, so that the grid never takes any current, and therefore there is practically no expenditure of energy in the grid circuit. The power in the plate circuit is therefore varied without it being necessary to spend an appreciable amount of energy to do so.

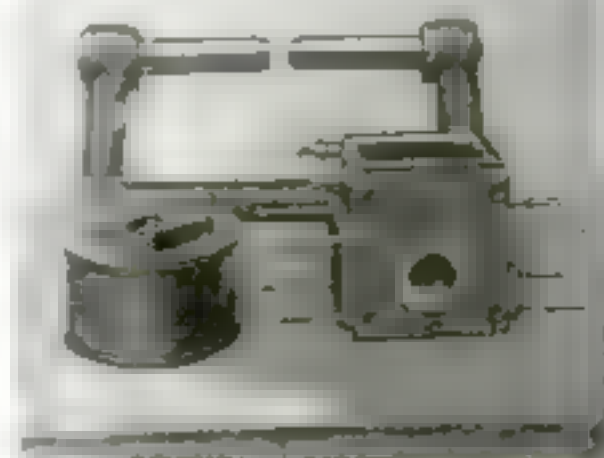
Explanation of Constants

The constant μ is known as the amplification constant of the tube. What it really means is that a change in the potential of the grid produces μ times as great a change in the plate current as an equal change in the plate potential. In other words, we can look upon a change, e , in the grid potential as being equivalent in effect to an electromotive force μe impressed in the plate circuit.

The tube can therefore be used as a voltage amplifier. If the impedance of the coil L_a is very high compared to the resistance of the tube, a change e in the potential of the grid will establish a potential difference between the ends of L_a equal to μe . If the impedance of the coil L_a is not so large, the voltage amplification produced will be less than μ . The extent to which it will be smaller depends on how large the impedance of L_a is compared to the resistance of the tube.

Suppose, for the present, that L is a pure non-inductive resistance equal to R , and let the resistance of the tube be R_p . Then the relation between the voltage amplification and the ratio R/R_p is given by the curve shown in Fig. 4. If L is not a pure resistance but an inductance, then this curve is somewhat different but has a similar shape.

Now μ the amplification constant, depends on the structure of the tube, and can be made to have almost any



Here are the principal parts of the Poolman circuit shown in another illustration

tends to pull the electrons away from the grid, while the negative potential on the grid tends to drive them back. When these two effects are equal the current through the tube is reduced to zero.

The exponent " n " in the equation is not a constant when we consider the whole range of the characteristic up to the bend at B in Fig. 2 or G in Fig. 3; but it can be put equal to a constant for shorter ranges of the characteristic, to a sufficiently high degree of accuracy for the purposes for which the tube may be used.

Thus if the tube is used as an amplifier (in which case we operate over the part of the characteristic EF or somewhat greater) we can put $n = 2$. For lower values of current the exponent n generally becomes larger, and for higher currents it generally becomes somewhat smaller.

Referring again to the circuit diagram shown in Fig. 1, let the grid battery E_g have a value given by OD (Fig. 3); then the current through the tube is equal to DE, if the potential on the plate is that which gives a current OF when the grid potential is zero. Of course, if the plate potential now be made higher, the current to the plate increases, and we have a curve lying above the one shown in Fig. 3.

For the present, however, we shall consider only the curve CEFG. If now an alternating current flows through the circuit A (Fig. 1), alternating potentials will be applied to the grid through the input transformer. These potential variations will be superimposed upon the constant voltage of the grid battery E_g , so that the potential of the grid will oscillate around the point D in Fig. 3, and this alternately increases and decreases the current in the output or plate circuit of the tube. If the peak value of the alternating potential on



Cross-section and rotating inductor of an Alexanderson generator. These are the machines the Radio Corporation expects to use for long-distance radio

desired value. In most amplifier types of tubes μ has a value of about 5 or 6, but the tube can be designed to have a much larger value of the amplification constant. Voltage amplifiers are in use that have an amplification constant equal to 40. But they can be made to



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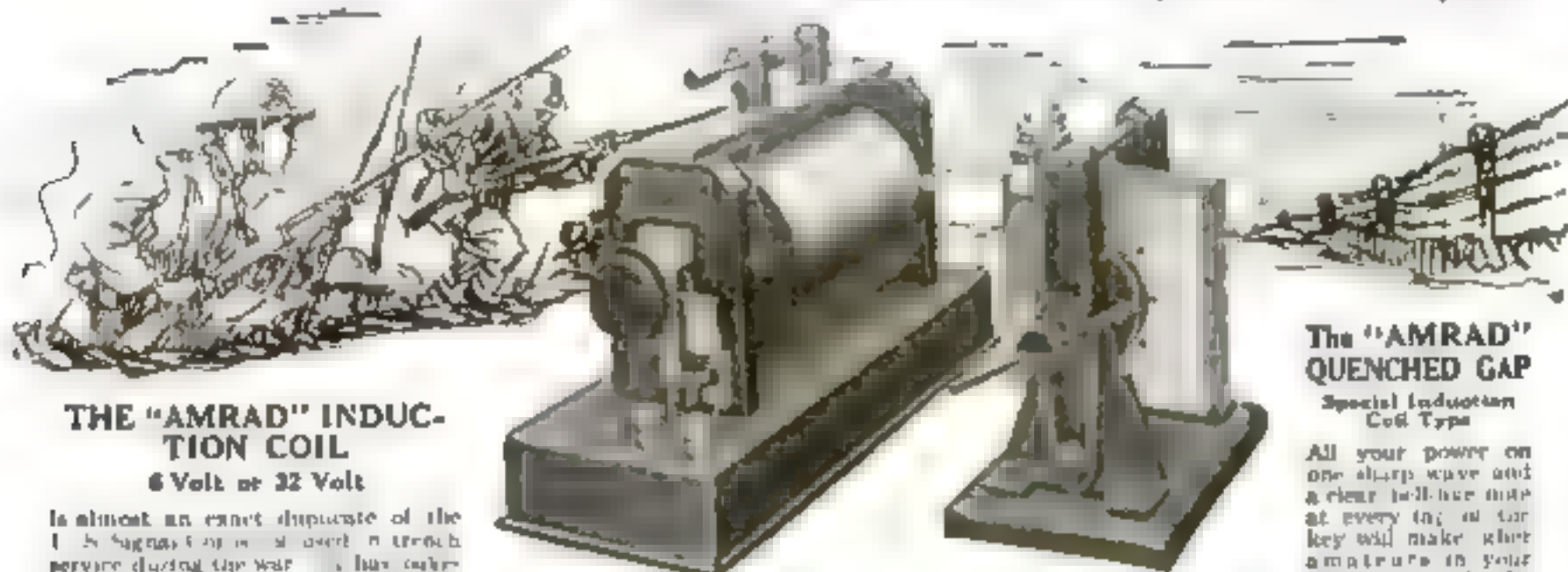
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alternating potential be superimposed on the constant grid potential OD, and if this alternating potential is a pure sine wave, then the current wave as shown to the right of the curve is not a pure sine wave, but has larger positive loops than negative loops. This is due to the curvature of the current-voltage characteristic, and this is in fact the property that enables us to use the tube as a radio detector.

What is good for the radio detector is bad for the amplifier. In order to make a tube amplify without distorting, it is necessary to straighten out the characteristic. This can be done by inserting a resistance in the plate circuit.

To see how this is done, let us refer to the diagram shown in Fig. 5, in which the potential of the grid can be varied by means of the variable battery E_g and measured with a voltmeter V_g . The current in the plate circuit is measured with the ammeter A . If now the potential of the grid be raised so that the current in the output circuit is increased, there is established a voltage drop in the resistance R , and since the voltage of the plate battery E is constant, the potential difference E_p between filament and plate must decrease.

In other words, the voltage E_p and the current in the plate circuit are 180 degrees out of phase. This has the effect of straightening out the characteristic, as can be explained with reference to Fig. 6.

Assume that the grid potential has a value given by OD, and the potential difference between filament and plate has that value which gives rise to the middle curve CEF. If we now decrease the negative potential of the grid from D to O, the current in the plate circuit would increase to P if the potential difference E_p between filament and plate remained constant, but, on account of the external resistance R , the plate potential E_p drops to a lower value, and the current, therefore, only increases to the value H. On the other hand, if the negative grid potential be increased, the current in the plate circuit decreases. This increases the plate potential so that the current drops to J instead of to C along the line EC.

If the external circuit contains an inductance instead of simply a pure resistance, the effects are somewhat different because of the different phase relations existing between the currents and voltages in the plate circuit. In this case the dynamic characteristic takes the form of a loop instead of a straight line. Suffice it to say here that if the external resistance be made sufficiently large the distortion resulting from the curvature of the characteristic can be reduced to a negligible quantity.

This is the first of three articles by Mr. van der Bijl; the second will appear in the POPULAR SCIENCE MONTHLY for May.]

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We make use every day of this fact that a definite tuning corresponds to a definite wave length. What is its explanation? In the tuned circuit of Fig. 3, a voltage is induced in the coils by the current that the incoming wave sets up in the antenna. As far as concerns the tuned circuit and the detector, the effect is the same as if a generator of the signal frequency were connected to the coil as shown in Fig. 4. It is easier to understand what happens in the circuit if in our minds we separate the resistance of the coil S from the inductance. To help in so doing we sometimes draw the coil in two parts, as in Fig. 5, one part a resistanceless inductance L , and the other a non-inductive resistance R .

The voltage required to send an alternating current through an inductance is always just opposite to that required to send the same alternating current through a condenser. When the inductance and the capacity form a circuit tuned to the frequency of the alternating current, then the

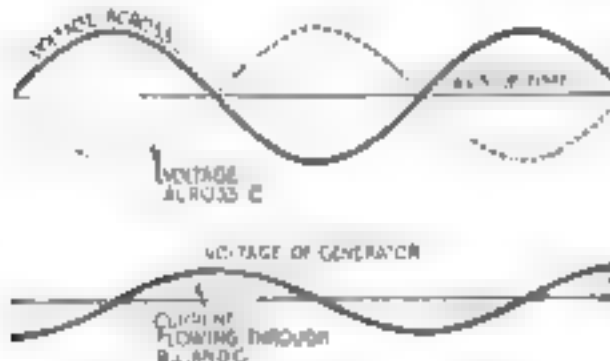


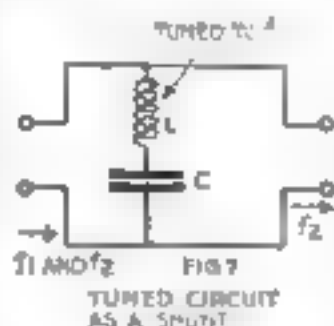
FIG. 6. VOLTAGES AND CURRENT IN A TUNED CIRCUIT

This plot shows why a tuned circuit gives a maximum response. No voltage is required to send a current through the inductance and capacity. Only the resistance requires a voltage to give a current

voltage required by the inductance and the capacity are not only just opposite, but are also always just equal. The result is that it doesn't require any voltage to send an alternating current through an inductance and a condenser, connected in series, if they are tuned to the frequency of the source of the voltage. Voltage is then required only

to force current through the resistance of the circuit. In Fig. 5, then, all the voltage of the generator is effective in sending an alternating current through the resistance,

and the current that flows around the circuit of R , L , and C is just that which the whole voltage of the generator could send through the resistance alone. If we obtained a picture on the moving film of an oscillograph of the values of the voltages and the current in such a tuned circuit, it would be like Fig. 6.



A tuned circuit used as a by-pass

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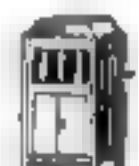
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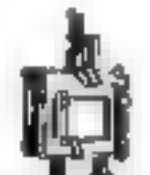
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The reason we use a tuned circuit to supply a detector is apparent at once when we remember that the detector is connected across the condenser, and that across the latter there will be the greatest voltage when the current through it is greatest. As we have just seen, the current through the entire circuit is greatest when tuned to the frequency of the voltage source.

If an inductance and a condenser have the proper values to form a tuned circuit like that

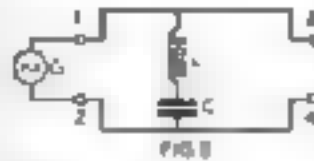


FIG. 8

connections for testing. The plot may be obtained by calculation or by actual measurements with the circuit shown above.

of Fig. 8, and to give a maximum response for a signal of frequency f_1 , then we know that this coil and condenser in series act to waves of frequency f_1 , just like a small resistance. If connected as in Fig. 7 they will form a short circuit to any waves of frequency f_1 that we try to send through from terminals 1-2 to terminals 3-4. If wave trains of this frequency and of some other, as f_2 , are impressed on the left-hand terminals, only the train of frequency f_2 will pass through, for the other will be short-circuited or "by-passed." It is only for the single frequency for which L and C are tuned that the circuit will act like a short-circuiting resistance.

For frequencies above or below it will be less and less effective as a by-pass, as is shown in Fig. 8. This relation is obtained by connecting a generator, as in Fig. 9, to one side and measuring the voltage on the other pair of terminals. The voltage impressed by the generator must be kept constant while its frequency is varied.

An inductance and a condenser that have been tuned to a definite frequency may also be used as a "stopper" in series with any desired portion of a radio circuit by connecting as in Fig. 10. Notice that the condenser and inductance are in parallel with each other, but that the combination is now in series with the circuit that it is to protect from waves of its own frequency. This circuit also has the characteristic of Fig. 8.



FIG. 10 SHOWING TRANSMISSION THROUGH CIRCUIT OF FIG. 9

The by-pass circuit shunts out waves of its own frequency.

back to Fig. 6, and remember that if a condenser and an inductance are carrying the same alternating current the

reason we look

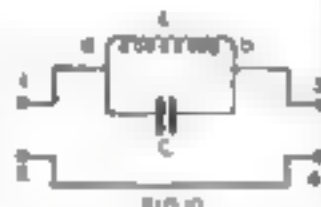


FIG. 10

stopper circuit. The tuned circuit is connected to stop the flow of current of its own frequency.

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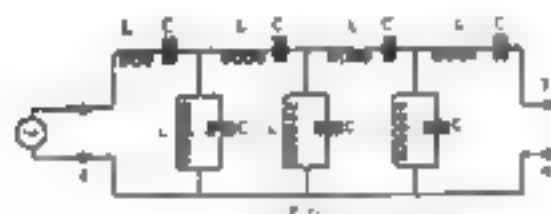
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voltage impressed on them must always be opposite. Of course, we can turn this around and say that if we impress the same voltage on a condenser and on an inductance the current in the condenser will always be opposite to that in the inductance. Now, in Fig 10 the same voltage must be impressed on both, since they are in parallel. The current in the condenser is then opposite to that in the inductance. If the frequency of the source of voltage which is connected to terminals 1-2 is that for which the circuit is tuned, these currents are not only opposite but always equal. At a junction point like b, where the currents join to flow outward to terminal 3, the two currents will always just neutralize each other. In other words,

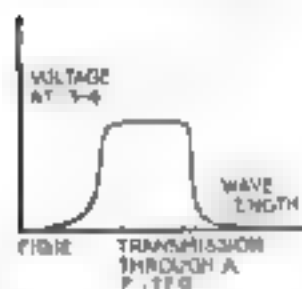


ONE FORM OF CAMPBELL FILTER
A very efficient circuit for passing waves of preassigned frequencies

no current of this frequency can flow along the wire 1-3, and hence none from terminals 1-2 to 3-4. In actual practice, however, the inductance has some resistance, and so the currents in the branches do not exactly balance.

The radio operator who understands these circuits can do all sorts of stunts with a vacuum-tube oscillator or modulator, picking up any harmonic frequency that he may select.

A very effective circuit for cutting out a given range of frequencies may be built by combining shunt-and-series tuned circuits in the manner that G. A. Campbell describes in his patent. He connects a number of similar elements as in Fig. 11, and by so doing obtains an immense advantage, which



The circuit here gives the flat-topped turning curve as shown

is shown by the characteristic curve of Fig 12. This "filter," as he calls it, will pass not only a single frequency, but as wide a range of frequencies as one wishes, and all get through with about the same intensity if their sources have the same intensity.

Such a filter is of particular use in dealing with telephony, whether wire or radio; for the human voice requires for its intelligible transmission a considerable range of frequencies. The inventor shows a number of other forms of filters, but all require calculations the mathematics of which is beyond many amateurs. This need not bother the amateur much, however, for he can obtain good results by using the convenient circuits that are explained above.

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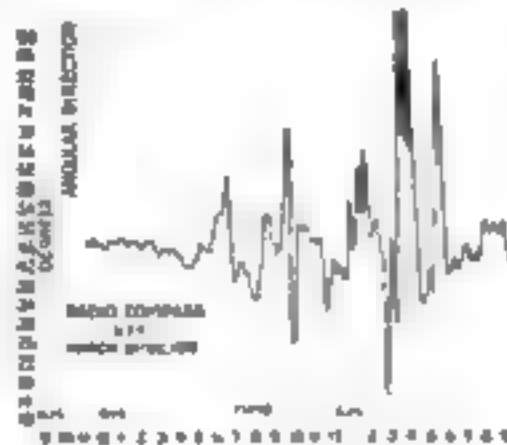
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False Directions by a Radio Compass

CAN one trust a radio compass? Look at the variations that Lieutenant Commander A. Hoyt Taylor found in the apparent direction of the New Brunswick station when he was observing at the Naval Aircraft



Signal from N F P should have had a direction of about 46 degrees

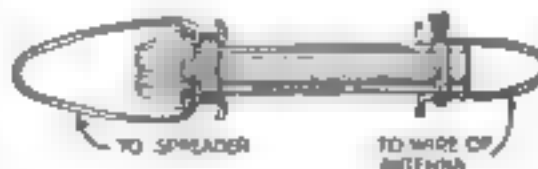
Radio Laboratory near Washington. In just one hour he observed an apparent change in the direction of New Brunswick of almost 90°. His experiments are interestingly reported in Scientific Paper 353 of the Bureau of Standards.

Spark sets giving damped-wave trains have been found to be much more reliable in direction-finding. Apparently where continuous undamped waves are used there are reflections from clouds or various strata of air, and perhaps from the so-called "Heavenside layer" at high altitudes.

Such reflections would result in interference between the train of waves coming to the station and the various reflected trains. Thus the maxima or of minima of signal intensity that are observed by rotating the compass would give false indications of the directions of the source of the waves.—TED BROEKE.

An Emergency Strain Antenna Insulator

RECENTLY, while constructing an antenna, I ran out of porcelain cleats and knobs, and was forced to produce some kind of insulator. Hav-



Here is the way to make a strain insulator

ing some spare clay tubes, the small kind (1 1/4 by 5 in.), I used them as shown in the drawing. A small piece of No. 18 galvanized-iron wire four inches in length was wound around another piece about two inches long, forming the connector as shown in the inset figure. It was found that a 50-pound pull did not budge this wire grip. A. T. JONES.

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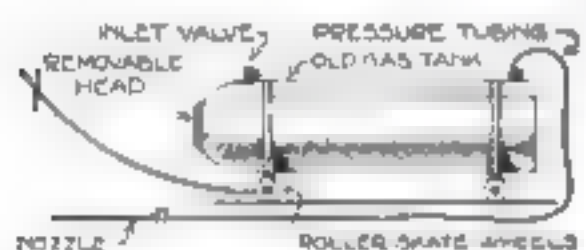
Popular Science Monthly
723 West 34th Street, New York

An Air-Pressure Grease Supply for Garages

NO one enjoys the job of cleaning out the grease and hard oil that gets into the transmission-case and the differential housing, and one man avoided it by devising a grease supply that was always on tap, with good air-pressure back of it.

An old self-filling gas-tank, the kind that may be replenished with chemicals when needed, was used for the air and grease chamber. This had been provided with a removable cap at one end, held in place by two bolts, as shown in the sketch, and through which the grease was supplied to the tank.

At the bottom, as shown, a quarter-inch hole was bored and fitted with a four-inch length of gas-pipe, which in turn was connected with a length of



Showing how an old gas-tank formerly used for illuminating purposes can be converted into an air-pressure grease-gun

pressure hose. At the other end of the hose, a long nozzle was also connected, and had in itself a pet-cock for turning off the grease when desired. This long nozzle was made of brass tubing, rolled down to the shape shown. The pet-cock was of the wedge variety, and was screwed to the end of the nozzle, being placed between the nozzle and the hose.

Another hole was drilled through the side of the tank, near the top, tapped, and an old tire valve screwed in for the air intake.

In use, the head of the tank was removed, a gallon of hard oil put in, and puddled to give it a tendency to run and keep at the bottom, the head replaced, and air driven into the chamber by applying the end of the air hose to the tire valve. From thirty to eighty pounds pressure was found necessary, depending upon the viscosity of the grease used.

Then, by simply turning the cock in the end of the outlet line, grease was delivered at any point in a constant stream.

To increase its usefulness further and to save time, the tank was mounted upon a truck, with the wheels from an old roller-skate for the mounting.

In refilling, and to prevent wasting grease when the cap was removed, the core of the tire valve was loosened, letting out the extra air, before the cap was taken off, preparatory to putting in more grease.

The tank was wheeled to the place to be used and then tipped upon end, forcing all of the grease to the bottom.—DALE VAN HORN.



The Things That Bigger Pay Will Bring You

You want these things and probably many others, so why don't you double and treble your pay? **You can do it.** With double and treble the amount you are now earning you can go to the bank each pay day and put away a sum of money for a "rainy day," or that can be used for profitable investments or building your own home. Bigger pay would enable you to own an automobile and to get many pleasures out of life that you cannot now afford. To be able to go to the bank each pay day and steadily build up a bank account **without missing** it is alone worth any effort it may take to increase your earning power. Then think of the things you want that are not pictured here. Whether you ever enjoy those things depends entirely on yourself.

Every day you see men around you stepping up into better jobs and drawing bigger pay. It isn't a question of "how do they do it?" You

know they have trained themselves to handle the jobs ahead of them. The question is "WHY DON'T YOU DO IT?" You want the things that better pay will bring you so why not decide NOW to prepare yourself for a better job and better pay?

Don't Dodge a Better Job

Promotion and better pay is up to you and not the boss. The big pay checks go to those who can think, act and do things for themselves. Training will make you a master of your work and place you in the job you want. There are no two ways about it; while you ignore the benefits of training you are dodging a better job. Without interfering with your work you can prepare for bigger pay right in your own home—after supper in some of the hours you now waste. The thousands who have marked and mailed the Coupon to the right have doubled and trebled their pay. That is just what you can do—so do as they did. Send the Coupon.

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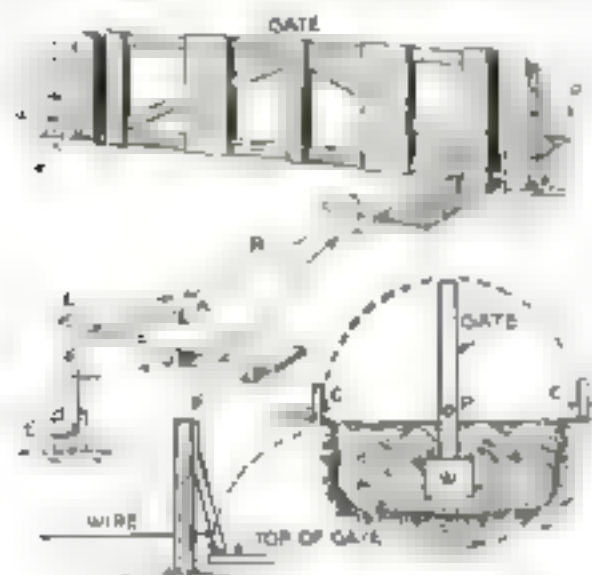
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Holding Device for an Automobile Gate

WHEN the front wheels of an automobile rock a gate flat to the ground, the top of the gate is caught by the catch until the rear wheels of the car pass over the gate. Running over the springboard *L* releases the catch *C* so that the gate rocks back into place again. Pressure



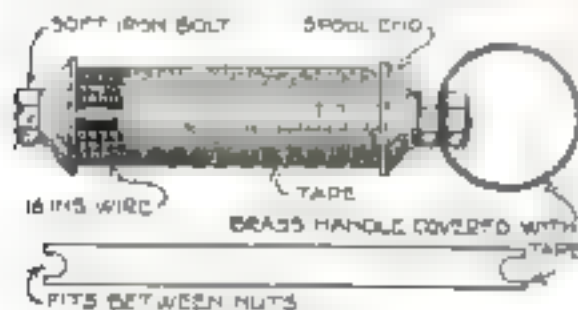
You don't have to get out of the car to unlock and push aside this gate. It opens and closes automatically.

on *L* moves the angle-piece *A*, drawing the wire *R* taut and the catch *C* back. The gate pivoted between two posts is normally held upright by means of a counterweight *W*. The gate must be pushed down by hand for a horse-drawn vehicle, but it is automatically closed by passing over the springboards.—EDWARD R. SMITH.

A Magnetic Lifter for Engine Valves

WHERE a great many valves have to be removed from cages and enclosed ports, a magnetic valve-lifter will prove of real value. The core consists of a long soft iron bolt about 10 in. long by $\frac{1}{4}$ in. stock. Saw the heads off a large spool and run them on the bolt as shown, flattened surfaces of the heads facing toward each other.

Wind the bolt with several layers of heavily insulated No. 18 copper wire.



In garages, where many valves have to be ground, the magnetic valve lifter is a time-saver. It is made from scraps

It is well to shellac each layer of wire before proceeding back over it with the next layer. Fill the space between the spool heads, and when completed wind with electric tape to keep out the moisture. Then run on one end nut until it forces the spool head in place against the coil. Bend the brass



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SARGENT Steel Framing Squares are the only squares which will calculate the lengths and cuts of Hip, Valley, Jack and C am n rafters, without any figuring on the part of the carpenter.

Sargent Framing Squares are made of the finest 11 steel and tested for trueness and accuracy. Made in nine dependable finishes. Ask for a Sargent Framing Square No. 500 series.



WITH the first stroke of a Sargent Auto-Set Bench Plane the carpenter knows he has a superior plane in his hands.

Its rigid and true-cutting blade, its lack of chatter, its quick and easy adjustment for coarse or fine cuts, all recommend it to expert workmen.

In addition is the special Auto-Set feature which permits the blade to be removed, sharpened and replaced in exactly the same position and for the same depth of cut, without any readjustment whatever. Send for catalog showing the six sizes.

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Consider the Top of Your Automobile

WHEN the top of your car is neglected it becomes shabby in a very short time, detracting from its appearance and value should you wish to trade it in for a new car. This is absolute carelessness, because with a little consideration and care the top can be made to stand up as long as the body or the running gear.

Never fold the top when it is wet, for there is always the possibility of mold or mildew attacking it, and this results in rapid deterioration. When the car is laid up for any length of time, the top should always be left up, to preserve its shape. Use the slip cover whenever the top is folded. Everyone knows that the vacuum



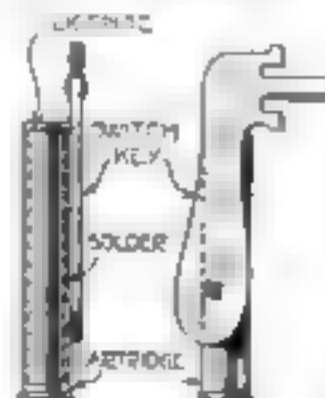
There may be a fine car under that shabby automobile top, but the outside isn't likely to get that impression.

created at the rear of the car when it is in motion fills the uncovered top with dust and dirt.

Mohair tops should be cleaned by brushing thoroughly with a whisk-broom and eradicating the spots with a sponge, warm water, and castile soap. A chamole wrung dry will finish the job by taking up the excess moisture.—R. L. PRIVOLZ.

A Combined Switch-Key and License-Holder

INSTEAD of going out automobil-
ing without your driving license,
nine times out of ten, why not
keep it in a place where you
could not drive and be without
it? An empty cartridge sol-
dered to the switch-key makes an ideal
place in which to keep the
license.



You can't possibly lose your automobile license if it is attached to the switch-key.

Solder an empty metal cartridge to one side of the key, opening uppermost. Then roll the license into a little spill, and slip it into the cartridge, closing with a cork stopper if desired.

The license will always be with you when driving and cannot become mislaid as long as the key is in your possession. WINDSOR CROWELL.

FORGING— Ancient and Modern

SINCE the olden days when armorers of Damascus forged on anvils, with hand-hammers, their world-famed swords, the Art of Forging has developed into a gigantic modern industry. The smith and his puny hand-hammer have been supplanted by powerful machines that forge great crankshafts, as well as smaller pieces, in dies. The drop-hammer's mighty force has replaced the blacksmith's arm of brawn. And rightly so. For the process of Drop-Forging insures far greater strength and accuracy, better quality and speedier output in wrought metal parts than would otherwise be possible.

In the manufacture of Williams' Superior Drop-Forgings and Drop-Forged Tools is employed the most improved mechanical equipment, backed by engineering knowledge, technical skill and experience—experience gained during nearly half a century in the constant effort to maintain the high standard established for Williams' product.

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Is Your Machine Under-estimated

THAT productiveness which puts your machine ahead of the next best—is it a matter of record with the user of the machine?

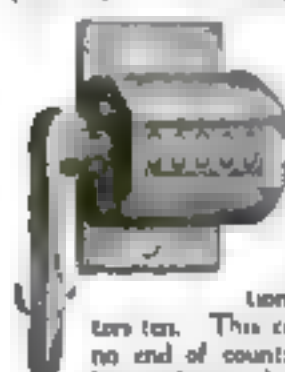
Can the best rate-of-work be checked-up by the operator—and kept up by comparative records of his work?

There's the need of a

Veeder COUNTER

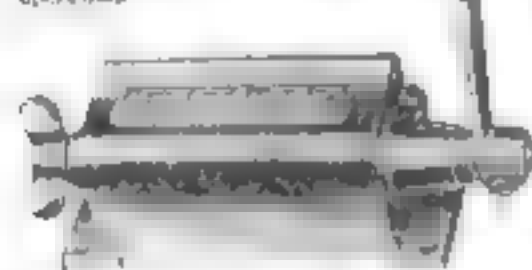
—to give the owner and operator the full measure of your machine, keeping adjustments and operating methods up to the point of efficiency.

This small Rotary Ratchet Counter (No. 6) counts reciprocating move-



ments of the lever, as required in recording the output of punch presses. When the lever is moved through an angle of 40 to 60 degrees, the counter registers one. A complete revolution of the lever registers ten. This counter is adapted to no end of counting purposes, simply by regulating the throw of the lever. Price, \$2. (Cut nearly full size.)

The Revolution Set-Back Counter below is designed for larger machines, where a shaft-revolution indicates an output unit.



Registers one for each revolution of shaft, and sets back to zero from any figure by turning knob once round. Supplied with from four to ten figure-wheels, as required. Price, with four figure-wheels, \$9.00, subject to discount. Cut less than 2 size. Set-Back Rotary Ratchet Counter of similar size and type, \$10.50. (cut)

Other Veeder Counters are supplied according to your requirements in great variety of size and style. Let us send you the new illustrated booklet.

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44 Sargeant St., Hartford, Conn.

A New Way to Lay Off Bolt-Holes

WHEN dividing a circle into an even number of equal angles—as in laying off bolt-holes—the following procedure will save much time.



Suggesting an easy way of laying off bolt-holes on a drawing

Suppose that you wish to lay off sixteen bolt-holes around a circle (see illustration). By using the 45-degree triangle and T-square in the usual manner, eight of these holes can be located—as at A, B, C, D, E, F, G, and

H. Now, instead of bisecting the arc between A and B with compasses or dividers, it can be done by joining A and F by means of a triangle and sliding the triangle parallel to itself into the position OX. This construction depends upon the geometrical theorem that an angle inscribed in a circle is equal to one half of the central angle standing on the same arc. Thus we have angle XOY equal to angle AFB equal to one half angle AOB.

In the same manner, the points Y, Z, etc., may be located by successively joining the center of each hole with the far end of the diameter through the next hole. If it is necessary to lay off thirty-two holes, the process may be repeated to bisect the arcs AX, XB, BY, etc., and repeated again for sixty-four bolt-holes.

By the use of a 60-degree triangle, twelve bolt-holes can be located from the T-square, from which other points can be laid off for 24, 48, 96, etc., bolt-holes successively.—P. M. WESTON.

Rubber Nipples Make Fine Insulators for Test Clips

SOMETIMES test clips or test points are attached to lines carry-



A rubber nursing nipple prevents the current from leaking through

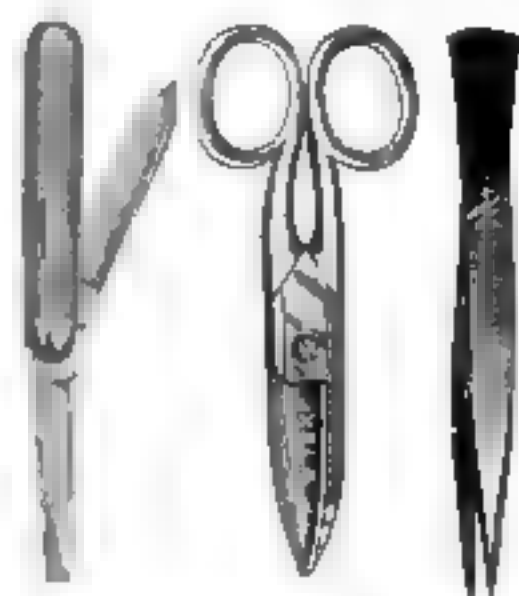
ing somewhat heavy voltage, heavy enough to seem disagreeable if accidentally passed through the body. In that case insulators

near the terminals where handled are convenient

A good temporary insulator can be made of a rubber nursing nipple.

Simply enlarge the hole in the nipple and run the wire through it until the clip or point just emerges from the large end.

The clips can then be handled with perfect safety.—WINDSON CROWELL.



Electricians' Knife Scissors and Tweezers

We can meet electricians' demands at once and offer attractive quantity prices

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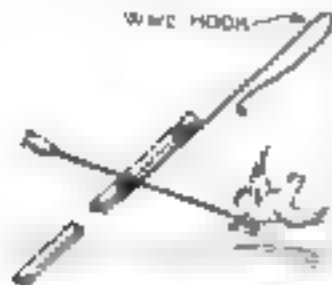
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The Poultry Hook is a Great Labor-Saver

ONE simple labor-saver for the poultryman is a hook for catching birds. Any amateur mechanic can make it in a jiffy.



Simply lean over the fence and catch the chicken by the leg

Take a long piece of stiff steel or iron wire, and bend it in the shape of a long U. The open end of the U should then be turned back, so

the sharp end of the wire will not injure the bird's legs.

Fasten the hook to a strong but light pole, and the hook is ready for business.

The hook is slipped around the fowl's leg, and slides down to the foot, where it holds until the poultryman can walk up and pick up the bird with his hands.

A simple but efficient aid in the poultry-yard.—L. B. ROBBINS.

Automobile Economy—What It Means

WHEN the topic of economy is discussed among a group of motorists, it is often found that only the type of economy secured by high gasoline mileage is referred to. The other factors of economy are frequently forgotten either in purchasing or using a car. Let us examine them in order.

First, economy is an all-inclusive term. In some respects it is synonymous with good investment and dollar-for-dollar value. In its broader sense you must consider performance, comfort, and good looks when obtained at a medium price.

Sturdiness of construction and proper workmanship reduce your repair charges—in most cases an important economy feature. Accessibility of adjustments and lack of complicated mechanism reduce your upkeep to a minimum—another fact to be remembered.

The increase in gasoline mileage secured by proper preheating of fuel is worthy of note at this time when the quality of gasoline is low. Easy starting and great flexibility in high gear save much gasoline.

Scientific distribution of light weight not only increases gasoline mileage but adds miles to the usefulness of your tires. The cost often takes precedence over fuel expenses, and the ratio of car weight to standard tire equipment should be considered by the intelligent buyer.

Every motorist realizes the possibilities for economy in his every-day driving, but these few suggestions may remind him of several factors that should be thought of under the subject of economy.

To cut down the cost per cut

How Many S. P. M.?

"Haste makes waste" is just as true of hack saws as of anything else. Forcing a blade by increasing the strokes per minute means a quickly dulled blade. 50 to 60 strokes per minute is about as fast as it is economical to run when cutting dry. On soft steel, using compound saws may be run to advantage at about 100 S. P. M., or from 65 to 80 on annealed steel, and on unannealed tool steel at about 80 to 90 strokes per minute.

Follow the Starrett Hack Saw Chart, put on the weight and watch the cutting cost decrease.

THE L. S. STARRETT CO.

The World's Greatest Toolmakers
Manufacturers of Hack Saws Unexcelled
ATHOL, MASS.



Use Starrett Hack Saw Blades



Write a FREE SAMPLE ORDER. If you wish to receive for one of your own the new Starrett Hack Saw, please send your order to the nearest Starrett agent or to the Starrett Company, 325 West 34th Street, New York.

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1/2 H.P. 115 volts, 1000 rpm, 1/2" shaft \$38.50	11 volts, 10 amp \$21.00	1/2 H.P. \$59.50	175 volts, A.C. 100 amp, 24 cells, with controller \$68.50
1/2 H.P. 115-220 volts, 1000 rpm, 1/2" shaft \$46.50	110 volts, 10 amp \$24.50	1/2 H.P. \$72.50	110-220 volts, A.C. 100 amp, 24 cells, with controller \$75.00
1 H.P. 115-220 volts, 1000 rpm, 1/2" shaft \$67.50	110 volts, 10 amp \$38.50	1 H.P. \$84.50	220 volts, A.C. 100 amp, 24 cells, without controller \$85.00
2 H.P. 115-220 volts, 1000 rpm, 1/2" shaft \$108.50	110 volts, 10 amp \$38.50	1 H.P. \$102.50	110 volts, A.C. 110 amp, 24 cells, without controller \$85.00
3 H.P. 115-220 volts, 1000 rpm, 1/2" shaft \$124.50	110 volts, 10 amp \$58.50	1 H.P. 115 amp, 2000 rpm \$36.50	220 volts, A.C. 110 amp, 24 cells, with controller \$110.00
5 H.P. 115-220 volts, 1000 rpm, 1/2" shaft \$164.50	110 volts, 10 amp \$58.50		110 volts, A.C. 110 amp, 24 cells, without controller \$125.00

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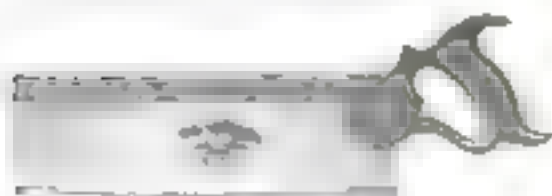


Edgeholding

—all of them: Compress blade, keyhole blade, and that all-purpose 18" blade made for cutting either wood or metal

A handy kit for contractors on roof, or floor, or any kind of repair work entailing nail and metal work cutting

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SIMONDS SAW STEEL
PRODUCTS
MADE RIGHT SINCE 1832

What Do You Know About Your Car's Electric System?

DESPITE the fact that a well built electric lighting and starting system gives little trouble, it is important that the devices provided by the manufacturer to indicate derangement be watched. It is almost as easy to form the habit of looking at the indicators as it is to form the habit of ignoring them.

Self-starters at present are very reliable; nevertheless, that does not mean that this device does not need careful attention. The electrical appliances used have a number of important bearings and points of adjustment that need careful attention. One should make it a point to familiarize himself with all the details regarding the electrical system, and inspect them carefully at frequent intervals. By so doing a lot of trouble and expense will be done away with.

Most self-starting systems have a fuse-box installed at an accessible point. The purchaser of a new car should acquaint himself with this as quickly as possible. Very often considerable trouble is eliminated by the installation of a new fuse. This is a simple matter, but its neglect may cause a lot of trouble and unnecessary expense.

Modern cars are equipped with electric self-starters and do not have the crank handle installed. Without a crank handle it is difficult properly to test the compression of each cylinder. Often a motor is run with weak cylinders simply because it is too much trouble to attach the crank handle and test the compression of each cylinder. If the compression of each cylinder is not kept up to standard there is bound to be more or less of a pound in the engine, which is injurious to all the working parts, this being true especially of the bearings.

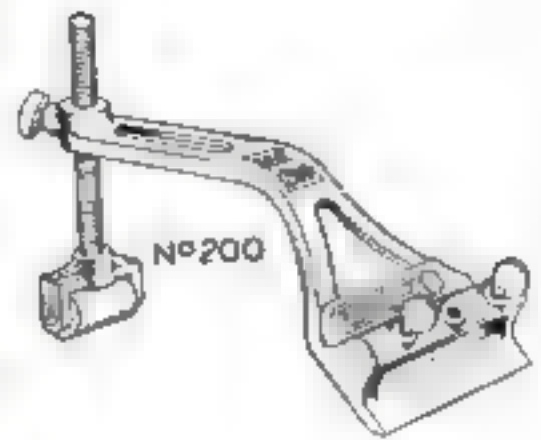
When the self-starting device fails to start the engine after reasonable trial, the trouble should be located without delay. One cannot expect too much from a small battery. The self-starter is not supposed to crank the engine indefinitely. Bear this in mind and you will prolong the life of your battery.

Many times a troublesome skip in a cylinder is due to an unsuspected leak in the high-tension wire. When hunting for such trouble, go over the wires carefully, raising them slightly from any place where there might be a leak. When found, the place must be covered with electric tape, unless a new wire is installed.

If the wire runs through a metal tube it will not be possible to trace the whole length of it, so it must be removed from the tube and connected as before.

By running the engine and going over the wire inch by inch, the leak should be discovered. If it is not

Stanley Tools



Stanley Cutter and Chisel Grinder

The STANLEY CUTTER AND CHISEL GRINDER is a device for holding Plane Irons, Chisels, and other similar cutting tools that they may be ground or honed to any desired angle or bevel, insuring an accuracy that is very difficult to obtain when the tool is held in the hand.

The tool to be sharpened is rigidly held in the Grinder by thumb screws, and may be given any desired angle by means of the large screw attached to the roller frame, which raises or lowers the main body.

As shown in the cut the Grinder is fitted with two thumb screws and three thumb screw holes. By the use of the two thumb screws, the tool to be ground is held much more firmly than is possible with the use of a single screw.

The Sharpener is made entirely of metal, all parts being nickel plated.

Special circular upon request

STANLEY RULE & LEVEL CO.
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strong enough to give a spark it may be found by passing the fingers along its length. A slight shock will indicate the trouble instantly.

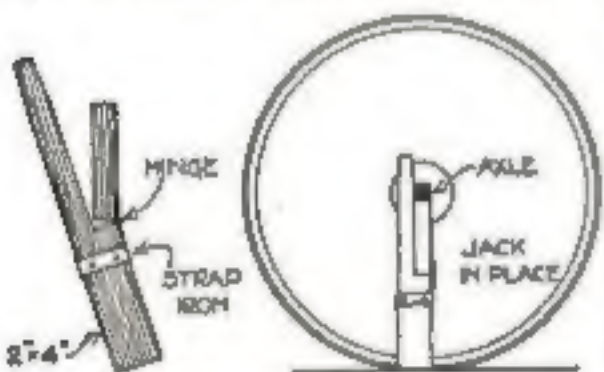
Braided insulation is particularly liable to pick up moisture and short-circuit every time it rains. When the missing cylinder is located you should parallel the wire—that is, lay a new or perfect wire from distributor to plug. Disconnect the old one and the engine should pick up speed and the missing should stop.

The safety spark-gap of a magneto rarely gives trouble, but it may at some time. It has too much resistance in ordinary circumstances, but if the gap in the spark-plug burns too wide it will be easier for the current to short-circuit through the safety gap. Run the engine and listen carefully for a spark. If it occurs, look at the gaps of the plugs and set all of them to the thickness of an old hacksaw blade.

Some drivers prefer a larger gap than the hacksaw blade will give. The usual blade is about one fortieth of an inch, or .025. This is right for magneto, but one thirty-second may be used with battery ignition. Since the gap never closes up, but always burns larger, it is evident that a smaller rather than a larger gap is preferable. For the magneto a small gap is necessary; otherwise the engine will miss explosions at low speed.

Why the Homemade Wagon-Jack is Best

THE worst thing about most wagon-jacks is the time it takes to get them adjusted and set in place. On a ranch where a number of hay-racks were in more or less constant use, a



Why buy the manufactured kind when you can make a wagon-jack suited to your particular need

simple jack was made to raise the wheels from the ground preparatory to greasing them.

The jack was made by sawing a 2-by-4-in. piece of wood as shown in the illustration, hinging the cut-out portion, and bolting a thin piece of strap-iron about it to prevent splitting the wood.

The hinged piece was so cut that the upper end came two or three inches above the bottom side of the axle when it rested upon the ground. This was placed under the axle, and the lever arm raised until the two came together, locking itself and holding up the wheel.—DALE VAN HORN.

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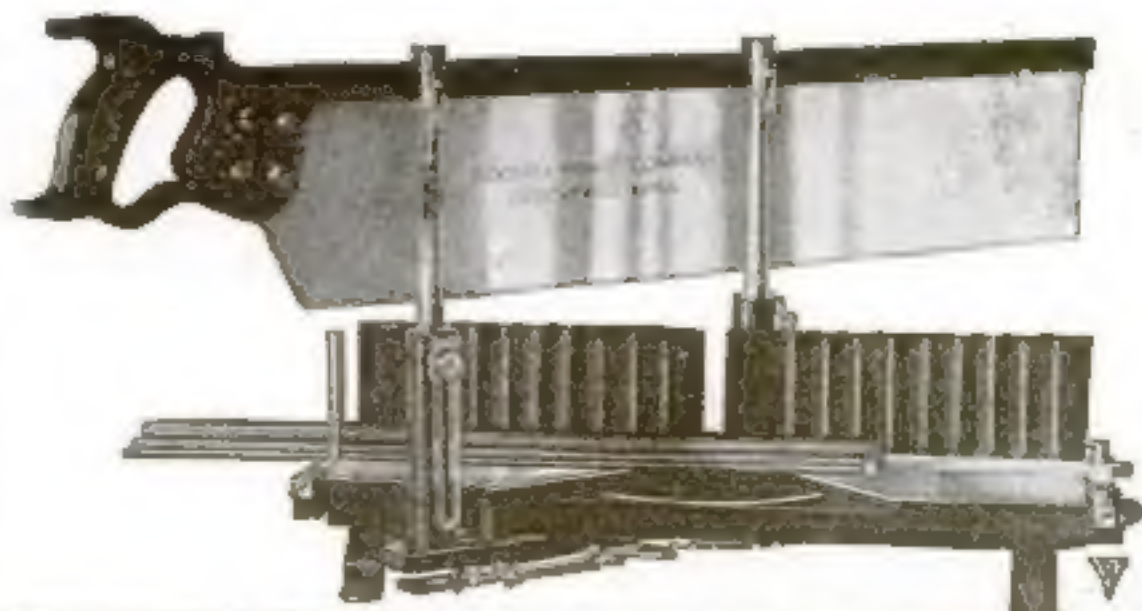
WE have been making these Mitre Boxes for ten years. During all this time, repairs and replacements have been practically nothing.

Our Mitre Boxes are built entirely of steel and trussed like a bridge. This construction eliminates the possibility of breakage from any cause and enables the tool to retain its accuracy for practically a lifetime.

The saw may be locked at any desired angle. It can be held in an elevated position by a spring lock, which is easily released by a slight downward pressure. Stops can be readily regulated to permit sawing to any desired depth. These are a few of the good points of the Goodell-Pratt All-Steel Mitre Box, but there is but one way to really appreciate this tool and that way is to ask your dealer to show it to you.



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